

Study Area A

Recommendations and Principal Reasons

Study Area A is located in northern Miami-Dade County and is bounded by NW 119 Street, the Little River Canal, NW 95 Street, and I-95 (Julia Tuttle Causeway) on the south; primarily I-95 and small portions of NW 27 Avenue, NW 42 Avenue, NW 57 Avenue, and Florida's Turnpike on the west, NW/NE 167 Street and Broward County on the north and the Intracoastal Waterway on the east. One small-scale application, Application No. 2, and three standard applications, Applications Nos. 1, 3, and 4, were filed in this study area to amend the adopted 2005 and 2015 Land Use Plan map.

Application Number	Applicant/Representative	Recommendations for...
	Location (Acres)	•DISPOSITION
	REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	•TRANSMITTAL
1	46 ACRES, LLC / Mr. Juan J. Mayol, Esq. Southside of NE 215 Street approximately 900 feet east of San Simeon Way (26.13 Gross Acres). FROM: INDUSTRIAL AND OFFICE TO: LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) Standard Amendment	•ADOPT •TRANSMIT
2	AKOUKA LLC / Stanley B. Price, Esq. and William W. Riley, Esq. East side of Memorial Highway at theoretical NE 145 Street (2.98 Gross Acres). FROM: LOW DENSITY RESIDENTIAL (2.5-6 DU/Ac.) TO: LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/Ac.) Small-Scale Amendment	ADOPT (Small Scale)

Application Number	Applicant/Representative Location (Acres)	Recommendations for...
	REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	•DISPOSITION •TRANSMITTAL
3	<p>DYNAMIC BISCAYNE SHORES ASSOCIATES, INC. / Jeffrey Bercow, Esq. and Michael Larkin, Esq. West side of Biscayne Boulevard to NE 13 Avenue between NE 112 and NE 115 Streets (21.54 Gross Acres).</p> <p><u>Parcel A (1.12 acres)</u> FROM:LOW DENSITY RESIDENTIAL (2.5 TO 6 DU/AC.) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC)</p> <p><u>Parcel B (2.78 acres)</u> FROM:LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC)</p> <p><u>Parcel C (1.89 acres)</u> FROM:LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC)</p> <p><u>Parcel D (2.97 acres)</u> FROM:LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) & BUSINESS AND OFFICE TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC)</p> <p><u>Parcel E (12.78 acres)</u> FROM:LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) & BUSINESS AND OFFICE TO: BUSINESS AND OFFICE Standard Amendment</p>	<p>ADOPT</p> <p>•TRANSMIT</p>

Application Number	Applicant/Representative	Recommendations for...
	Location (Acres)	•DISPOSITION
	REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	•TRANSMITTAL
4	Liberty Investment, Inc. / Michael W. Larkin, Esq. and Graham Penn, Esq. NW 12 Avenue to NW 9 Avenue between NW 95 Terrace and NW 99 Street (27.6 Gross Acres).	• DENY •TRANSMIT
	<u>Parcels A, C, D, & E:</u> FROM:LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC.) AND <u>Parcel B:</u> FROM:LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC.) TO: MEDIUM-HIGH DENSITY RESIDENTIAL (25 TO 60 DU/AC.) Standard Amendment	

Application No. 1

Location: Southside of NE 215 Street approximately 900 feet east of San Simeon Way (26.13 gross acres)

Requested Amendment to the Land Use Plan Map:

From: Industrial and Office

To: Low-Medium Density Residential Communities (5 to 13 DU/Ac.)

Recommendation: ADOPT and TRANSMIT

Principal Reasons for Recommendation:

1. The proposed residential use of this site would be compatible and would not conflict with the adjacent land uses. The 26.13-acre application site is part of a 72.13-acre tract for a proposed residential community of townhouses and three-story multi-family buildings that is located on the County line. The remainder of the tract was redesignated on the adopted Land Use Plan (LUP) map in 1991 to Low-Medium Density Residential Communities (5 to 13 DU/Ac.), which is the same density the applicant is requesting for the application site. The site is located at the northern end of the California Club Golf Course residential community, which has been developed at low-medium density with townhouses, duplexes and apartments. The subject property on the west abuts a County-owned natural preserve area, County Line Scrub, north of the site in Broward County is the Lake Forest neighborhood, which includes single-family housing and the Pembroke Village Apartments.

For a public hearing of the Board of County Commissioners on August 25, 2005, Bellsouth Telecommunications, Inc. is requesting to change the zoning district on the adjacent 43.5 acres of the property from IU-C (Industrial District-Conditional) to PAD (Planned Area Development). According to the Department's records, the developer intends to develop 532 dwelling units on the 43.5-acre parcel consisting of two-story townhouses and three-story multi-family buildings in a condominium development. The overall gross density of the proposal is 12.3 dwelling units per gross acre. The proposed development includes a network of private drives that will connect to a boulevard that will extend from NE 215 Street to NE 10 Avenue Road (San Simeon Way). The project will also include two lakes, a park site of 4.8 acres and a total green space area of approximately 18 acres. In addition, the analysis of the zoning application by Miami-Dade County Public Schools states that the applicant will convey a 5-6 acre parcel to the School District as a contribution in lieu of the payment of educational facilities impact fees. If the CDMP amendment is approved the applicant intends to file an application to rezone the 26.13-acre application site from IU-C to PAD to develop the site for residential uses.

The zoning application also includes a proposed deletion of a Declaration of Restrictions in Official Records Book 9002 at Pages 1084 through 1104 that currently requires the entire 72-acre parcel to be developed in accordance with a site plan for industrial development. Without a public hearing before the Board of County Commissioners, industrial development on the site is limited to office, warehousing, telephone equipment repair, general telephone repair, material distribution, storage and cable dock. This 1974 covenant was enacted for 30 years with an automatic extension for successive periods of ten years and can only be released or revised only with written consent of the majority of the property owners that are situated within the Sky Lake Development (Now California Club) and a majority of those within 500 feet of the boundary of that development. The required signatures from adjacent property owners have been obtained for the 46-acre portion currently proposed for rezoning but have not been acquired for the application site. At the time of zoning, these signatures will need to be obtained for the 26.13-acre application site.

2. The subject property is currently designated as "Industrial and Office "on the LUP map. However, this isolated industrial area is poorly located for these types of use. Industrial facilities should be located in areas around transportation facilities and other areas of high accessibility. The property is not near any interchange with a limited access highway, a railroad line, an airport or seaport. The subject property is not adjacent to any existing office or industrial cluster or near any research facility that would generate industrial development. Except for the existing telecommunications building on the application site, operated by BellSouth, and the AT&T building at 160 NE 215 Street, the entire area has been developed for residential uses.
3. Development of housing on this site will help accommodate the County's projected population growth. The countywide residential land capacity inside the UDB is projected to be depleted in the year 2018, while within Study Area A it is expected to be depleted

in 2009. The County has been placing greater emphasis on accommodating growth inside the existing Urban Development Boundary (UDB) to reduce the need for expansion.

4. The Department's support for this application is contingent on the applicant committing at least 10 percent of the dwelling units to workforce housing. With the recent rapid increase in housing costs, there is a need to provide housing to the County's work force that is affordable. Workforce housing needs are based on an income range from 65% to 140% of median family income (\$46,350 is the 2005 estimate by the U.S. Department of Housing and Urban Development). This translates into a dollar range of \$30,128 to \$64,890. The corresponding housing purchase prices are \$82,852 to \$178,448. For rental units, these incomes would allow for a monthly rent of \$753 to \$1,1622.
5. Except for schools, adequate public services exist for the application site. Based on October 2004 information, the elementary, middle and high schools serving this site currently exceeded the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. Unless this issue is addressed, overcrowding could increase at these schools with the proposed development. The applicant has committed as part of the rezoning request on the adjacent 43.5 acres to provide land for a park/school site. Concerning transit, a minor extension of Metrobus Routes 91 or 99 would be recommended to properly serve the area.
6. The application site has limited impact on environmental or historic resources. The subject property lies within the potential smoke dispersion corridor of an Environmentally Endangered Lands property, County Line Scrub. Consequently, the periodic smoke events and embers from prescribed burns or wildfires may affect the subject property. When the site is developed, roads, lakes or green common areas should be located to provide a buffer to the property line of the adjoining nature preserve. Locating private back yards adjacent to the preserve can result in future land management problems, such as dumping of landscape debris into the preserve.
7. The proposed residential use will generate less traffic on NE 215 Street than is generated by industrial use of the property. With the application, the Level-of-Service (LOS) on NE 215 Street at NW 2 Avenue will improve from "F" to "E." The LOS is represented by one of the letters "A" through "F", with "A" generally representing the most favorable driving conditions and "F" representing the least favorable. The analysis did not include the traffic generated by the potential rezoning on August 25th of the adjacent 43.5-acre parcel.

Application No. 2

Location: East side of Memorial Highway at theoretical NE 145 Street (2.98 gross acres).

Requested Small-Scale Amendment to the Land Use Plan Map:

From: "Low Density Residential Communities" (2.5 to 6 DU/ Gross Acre)

To: "Low-Medium Density Residential" (5 to 13 DU/ Gross Acre)"

Recommendation: ADOPT (as a Small-Scale Amendment)

Principal Reasons for Recommendation:

1. The 2.98-acre application site is situated on the east side of Memorial Highway at theoretical NE 145 Street between two canals, Biscayne and Spur, and a primarily older single-family residential area to the north. The types of housing typically found in areas designated low-medium density include single-family homes, townhouses and low-rise apartments. The applicant's representative has indicated that the property will be developed with townhouses. The Department supports this application because the use is compatible with the adjacent institutional uses. The Haitian Evangelical Baptist Church is located to the south of the application site and a group home is operated by New Revelation Church on the parcel to the immediate north.
2. Development of additional housing on this site will help accommodate the County's projected population growth. The countywide residential land capacity inside the Urban Development Boundary (UDB) is projected to be depleted in the year 2018, while within Study Area A it is expected to be depleted in 2009. The County has been placing greater emphasis on infill development and accommodating growth inside the existing UDB to reduce the need for expansion.
3. The application site is located in the designated Urban Infill Area for the County and is accessible to nearby employment centers. The site is less than 1.5 miles in driving distance from Interstate 95 and is near the Golden Glades intersection where several major travel routes converge, which can potentially provide enhanced mobility for residents without overly burdening the local roadway network.
4. The application site has limited impact on environmental or historic resources. However, a house constructed circa 1951 is located on the wooded property. The historic significance of the house is undetermined, but it is recommended that assessment and recording by a professional consultant of the house's historic significance be conducted at time of zoning. The site also contains specimen-sized (trunk diameter greater than 18 inches) trees that must be preserved according to Section 24-49 of the County Code.
5. Except for schools, adequate public services exist for the application site. Based on October 2004 information, the elementary, middle and high schools serving this site currently exceed the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. Two projects currently under construction, K-8 conversion at Linda Lentin

Elementary School and State School QQ-1, will help address the need at elementary and middle schools. State School BBB-1 (North Miami Senior Replacement) has been proposed to provide some relief.

Application No. 3

Location: West side of Biscayne Boulevard to NE 13 Avenue between NE 112 and NE 115 Streets (21.54 gross acres)

Requested Amendment to the Land Use Plan Map:

Parcel A (1.12 acres)

From: Low Density Residential (2.5 to 6 DU/ac.)

To: Medium Density Residential (13 to 25 DU/Ac.)

Parcel B (2.78 acres)

From: Low-Medium Density Residential (5 to 13 DU/ac.)

To: Medium Density Residential (13 to 25 DU/Ac.)

Parcel C (1.89 acres)

From: Low-Medium Density Residential (5 to 13 DU/ac.)

To: Medium Density Residential (13 to 25 DU/Ac.)

Parcel D (2.97 acres)

From: Low-Medium Density Residential (5 to 13 DU/ac.) & Business and Office

To: Medium Density Residential (13 to 25 DU/Ac.)

Parcel E (12.78 acres)

From: Low-Medium Density Residential (5 to 13 DU/ac.) & Business and Office

To: Business and Office

Recommendation: ADOPT and TRANSMIT

Principal Reasons for Recommendation:

1. The project as described by representatives of the developer for the application site would be a vertical mixed-use development including approximately 750 dwelling units, 250,000 square feet of retail and office space, and a public school on five parcels. The residential portion would include independent living units for the elderly. The maximum height of any building would be 15 stories.

This application site is located in an established residential neighborhood with scattered commercial development along the frontage of Biscayne Boulevard. The application site includes Biscayne Breeze Mobile Home Park with 61 dwellings, vacant properties, Eglise El Shaddai Church on NE 13 Avenue, the northern portion of the corporate headquarters

of SFBC International (a clinical pharmaceutical testing company), a restaurant, an adult entertainment business and a plant nursery.

The application site is surrounded by a variety of uses. To the south is the remainder of the headquarters of SFBC International. An electrical substation operated by Florida Power & Light and duplexes are situated to the southwest. Duplexes and single-family homes are located to the west and northwest. Biscayne Shores Park is located immediately to the north. To the northeast a restaurant and an auto parts business are situated. To the east of Biscayne Boulevard, the area is characterized by several high-rise residential towers in gated communities such as Jockey Club, Cricket Club and Quayside.

Thus, a project of this magnitude must be sensitively integrated into the fabric of the existing neighborhood. To address this concern, the applicant has initiated a design charrette in which the neighbors participate in the planning of a portion of the project. The charrette plan that was presented to the public in August 2005 covered the area bounded by NE 116 Street, NE 114 Avenue, theoretical NW 112 Street and Biscayne Boulevard. Thus, the charrette plan included the Biscayne Shores Park and most of the eastern portion of the application site (Parcels C and E).

A compatible transition is needed between the application site and the portions of the project, primarily Parcels A and B, that are adjacent to or across the street from single-family dwellings or duplexes along NE 114 Terrace, NE 13 Avenue and NE 14 Avenue. In addition, the development needs to be compatible with Biscayne Shores Park, the only neighborhood park serving this unincorporated residential enclave between Miami Shores and North Miami. One of the concerns when this application site was previously reviewed in 2002 for the proposed development of a self-storage facility was the placement of a commercial facility adjacent to the park. At the time of zoning, measures should be considered to protect adjacent uses. For areas adjacent to single-family homes and duplexes such measures as buffering, building setbacks and height restrictions could be utilized.

2. Design plans for future development should tie in to historical & environmental themes of the area. The Office of Historic Preservation has determined that the application site is of historic significance. The south component of Arch Creek historically terminated at the southeast end of the Biscayne Canal Slough in this area. These slough features are known to have prehistoric sites along their edges and therefore have the potential of yielding prehistoric artifacts. The Office of Historic Preservation has identified properties in Parcel E (11190, 11220, 11240, 11320, and 11450 Biscayne Boulevard and Biscayne Breeze Trailer Park) and Parcel B (11303 & 11340 N.E. 13th Avenue) that include low-lying, former creek / slough areas and elevated (coastal ridge) portions. "Little Arch Creek" (south branch of Arch Creek) cut through the area until it was replaced with culverts in the 1960s. A German immigrant, Charles Ihle, homesteaded in the 1880s an 80-acre parcel in this vicinity. The subject properties are assumed to encompass portions of his acreage. The "El Palmago Estate," which was rich in botanical specimens and diversity, was located on Ihle's homestead in 1920s. The Application site is located in an area with a rich historical context including tourist cottages, historic Burr House, Arch

Creek Park, Military Trail, and the FEC railroad. At time of zoning, archaeological monitoring may be required if these features are impacted by further development. The Department of Environmental Resources Management (DERM) identified Parcel B and the southern portion of Parcel E (Real Property Tax Folio No. 30-2232-008-0020) as requiring Class I and/or Class IV permits for wetlands or coastal wetlands prior to construction activity. DERM has also identified specimen-sized trees and invasive species as concerns that need to be addressed during development.

3. Development of additional housing on this site will help accommodate the County's projected population growth. The countywide residential land capacity inside the UDB is projected to be depleted in the year 2018, while within Study Area A it is expected to be depleted in 2019. The County has been placing greater emphasis on accommodating growth inside the existing Urban Development Boundary (UDB) to reduce the need for expansion.
4. Generally public services exist to support this application. However, the nearest sanitary sewer force main (owned and operated by North Miami Water and Sewer Utility) on Biscayne Boulevard is in Incomplete Moratorium status and no new flows are allowed by the Department of Environmental Resources Management to this force main until a plan of corrective action is submitted and executed. The sewage plant serving this application site, the North District Treatment Plant, does have sufficient capacity. With this development, the elementary, middle and high schools serving this site will exceed the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. This site is well served by transit. However, a new stop for the Biscayne MAX would be created by this application and pull-out bus bays will be necessary at this location. Thus prior to zoning action, these issues will need to be addressed.
5. The eastern portion of the application site (Parcels C, D and E) is located in a proposed Community Redevelopment Area (CRA), Biscayne Corridor. CRA's are utilized to redevelop slum or blighted areas with tax increment financing. With this type of financing, any increase in tax revenue caused by new development and higher land value is paid into a fund that is used to finance public improvements in the CRA. The proposed activity will provide tax revenue to finance redevelopment activities. A design charrette and a redevelopment plan for this proposed CRA is scheduled for this fall. The applicant should coordinate its design charrette activities with those of the proposed CRA to ensure compatible design elements.
6. The application site would provide housing within walking distance for employees of onsite commercial and office activities and the adjacent headquarters of SFBC International.
7. The Department's support for this application is contingent on the applicant committing at least 10 percent of the dwelling units to workforce housing. With the recent rapid increase in housing costs, there is a need to provide housing to the County's work force that is affordable. Workforce housing needs are based on an income range from 65% to 140% of median family income (\$46,350 is the 2005 estimate by the U.S. Department of

Housing and Urban Development). This translates into a dollar range of \$30,128 to \$64,890. The corresponding housing purchase prices are \$82,852 to \$178,448. For rental units, these incomes would allow for a monthly rent of \$753 to \$1,162.

Application No. 4

Location: NW 12 Avenue to NW 9 Avenue between NW 95 Terrace and NW 99 Street (27.6 gross acres)

Requested Amendment to the Land Use Plan Map:

Parcels A, C, D, & E:

From: Low-Medium Density Residential (5 to 13 DU/Ac.)

To: Medium Density Residential (13 to 25 DU/Ac.)

Parcel B:

From: Low-Medium Density Residential (5 to 13 DU/Ac.)

To: Medium-High Density Residential (25 to 60 DU/Ac.)

Recommendation: DENY and TRANSMIT

Principal Reasons for Recommendation:

1. The applicant proposes to redevelop a 27.6-acre area that extends from NW 12 Avenue to NW 9 Avenue between NW 95 Terrace and NW 99 Street. The subject property is part of a 28.52 –acre parent tract and currently consists of the Colonial Acres Mobile Home Park and two single-family residences along NW 96 Street. The proposal is to redevelop the area into a largely multi-family area with strips of townhouse development along its northern and eastern perimeters. The proposal primarily consists of redesignating the area from “Low-Medium Density Residential” (5 to 13 DU/Ac.) to “Medium Density Residential” (13 to 25 DU/Ac.) with a one-acre strip of Medium-High Density Residential (25 to 60 DU/Ac.) along NW 95 Terrace.

The applicant has taken some steps with a draft covenant to address some of the concerns with the proposed development. The proposed covenant includes the following conditions that are tied to either the first or second zoning requests for the development being approved:

- a. The one-acre Parcel C will be reserved for a future civic or institutional use.
- b. Town homes will be constructed within Parcels D and E within the Property at a maximum depth of 115 feet. If the developer chooses not to construct town houses within Parcels D or E, the site plan filed in connection with the either of the first zoning requests will depict a landscape buffer within Parcels D and E at a maximum depth of 115 feet.

- c. The developer shall submit to the Director of Planning and Zoning a plan to mitigate the impacts on Miami-Dade County Public School educational facilities for review and approval. Such mitigation plan may include, without limitation, the provision of charter school facilities, the allocation of land for the future construction of educational facilities, or a voluntary monetary contribution to the Miami-Dade County Public School Board over and above any required educational facilities impact fees.

Other conditions in the draft covenant include the following:

- a. The property owner shall work with Miami-Dade Transit in good faith to explore the possibility of locating future transit facilities within Parcel C within the Property, including bus shelters, pull-out bays, and other facilities, by allowing transit-related encroachments into Parcel C within the subject property if deemed necessary by Miami-Dade Transit. This obligation shall be extinguished upon the approval of the final plat.
- b. The owner agrees that a minimum of 10% of the residential units on the subject shall be designated for workforce housing and shall meet the criteria of workforce housing in Miami-Dade County. Workforce housing shall be deemed to be the sale or rental of property for persons within the income range of 65% to 140% of the median family income for Miami-Dade County as published annually by the U.S. Department of Housing and Urban Development.

However, the proposal is for a multi-family development of up to 25 units per gross acre on the northern 26.6 acres and up to 60 units on the southern acre that is significantly denser than the surrounding the neighborhood, which is characterized by duplexes and single family dwellings to the north, east and southeast of the subject parcel, which range from 4 to 8 dwelling units per gross acre; one and two-story multi-family buildings to the south and southwest with a density under 25 units per gross acre; a church, Faith Deliverance Cathedral, to the northeast; and a lake to the west. The County, specifically the Office of Community and Economic Development, owns the vacant property between the lake and the right-of-way for the future NW 12 Avenue and the application site. The proposed development is also denser than the existing trailer park with approximately 296 mobile homes, which is a density of less than 11 dwelling units per acre. The subject property is not located in the NW 95 Avenue Corridor, where higher densities should be encouraged, but to the north.

This proposal is not consistent with the North Central Charrette Report, which was accepted by the Board of County Commissioners on April 24, 2004. This report identifies the trailer park area and some adjacent properties as the Civic District. The trailer park would be replaced by a network of streets and blocks that house a new library, a town hall that can be used as a community center, as well as apartments, townhouses and single-family homes. All the civic uses are sited along the lake, while the waterfront becomes a public park. The residential component of this District is organized around a green. Existing streets are connected into and through the District, making it an

integral part of the community. The development as proposed by the applicant does provide for a one-acre parcel for a civic or an institutional use but does not include the more extensive civic area near the lake as shown in the report, the green, streets connecting to those in adjacent residential subdivisions or single-family development. The covenant does not address the issue of street patterns.

2. The application site is potentially historic. The Office of Historic Preservation reviewed mid 1940's and early 1960's aerials for any potential archaeological targets. The types of vegetation identified on the aerial photographs indicate that the area is a potential archaeological site. The area in question is characterized by an elevated ridge and crescent shaped oak hammock. An archaeological assessment of the hammock is recommended prior to any development activities on this site.
3. The eastern portion of the application site contains two single-family homes at 925 and 999 N.W. 96th Street (one masonry and one wood frame with asbestos shingles) that date back to the late 1940s. These structures are not listed in original County Historic Sites Survey (1978-81). However, the surrounding area is elevated and includes oak specimens and some older resources. The Office of Historic Preservation recommends assessment and recordation by professional consultant prior to any development activities on this site.

The Department of Environmental Resources Management has identified specimen-sized trees on the site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources

4. Generally the application is adequately served by public services. However, the increase in transit trips generated by the proposed development would warrant minor changes to the transit system beyond those already planned for the area. Metrobus Route 33 would need to have the headways increased to accommodate capacity and properly serve the area. The improved service requirements are not currently programmed or planned in MDT's 2006 Transportation Development Plan.
5. While the Department does not believe that the CDMP should be amended to provide for residential development at the proposed density, transmittal is recommended to provide the application an opportunity to undergo consideration through the full plan amendment review process.

Study Area A Description

Study Area A encompasses an area of approximately 68.45 square miles of area in northeast Miami-Dade County. This study area is generally bounded to the south by Interstate I-195, NW 95 Street, NW 103 Street and NW 119 Street; to the west by a portion of Interstate I-95, NW 27 Avenue, NW 42 Avenue, NW 57 Avenue and a portion of the Florida Turnpike; to the north by NW 167 Street and Broward County; and, to the east by the Intracoastal Waterway. This study area encompasses the cities of Aventura, Biscayne Park, El Portal, Miami Shores, North Miami, North Miami Beach, and Opa Locka and portions of the cities of Miami Gardens and Miami. Approximately 30% of the area lies in unincorporated Miami-Dade County. One private small-scale application (Application No. 2) and three private standard amendments (Application Nos. 1, 3 and 4) were filed in this study area to amend the Land Use Plan map. (See Figure A-1.)

This study area is comprised of minor statistical areas 2.1, 2.2, 2.4 and 4.1, which includes sufficient area with which to reasonably evaluate the trend of development in the area of the County containing Application Nos. 1 through 4.

Environmental Conditions and Considerations

Study Area A consists of a variety of soil types, with most of the study area classified as urban soil due to the nature of development. Application No. 1 site lies in an area classified as both Urban Land, a moderately drained soil, and Dade Variant Fine Sand, a well-drained soil. The sites of Application Nos. 2, 3 and 4 lie in areas classified as Urban Land.

Elevations in Study Area A range from sea level up to 10 feet above mean sea level (msl) on the coastal ridge. Immediately adjacent to the Snake Creek Canal (C-9) and north of C-9 between NE 2 and NW 27 Avenues the ground is only three or four feet above msl. The application sites range in elevation from 5.0 msl to 6.5 msl

A summary of the environmental conditions for the four applications located in Study Area A is presented in Table A-1.

Flood Protection

Groundwater elevations in the Study Area are generally well below ground surface. Even the highest average yearly groundwater elevations do not usually approach the ground surface; however, portions of the Study Area are located in former transverse glades and lie within the 100-year federal flood zone. Application Nos. 2 and 3 lie within Zone AE (within the 100-year federal flood zone), while Application Nos. 1 and 4 lie within Zone X (within the 100 year flood zone but inundated with less than one foot of water).

Drainage in Study Area A is generally good although the soil drainage conditions for Application Nos. 1, 2 and 3 are poor. Site development of Application Nos. 1, 2 and 4 shall be required to provide full on-site retention of the 5-year storm through a combination of exfiltration and/or

Figure A-1
LOCATION: Study Area A (MSA's 2.1, 2.2, 2.4 & 4.1)

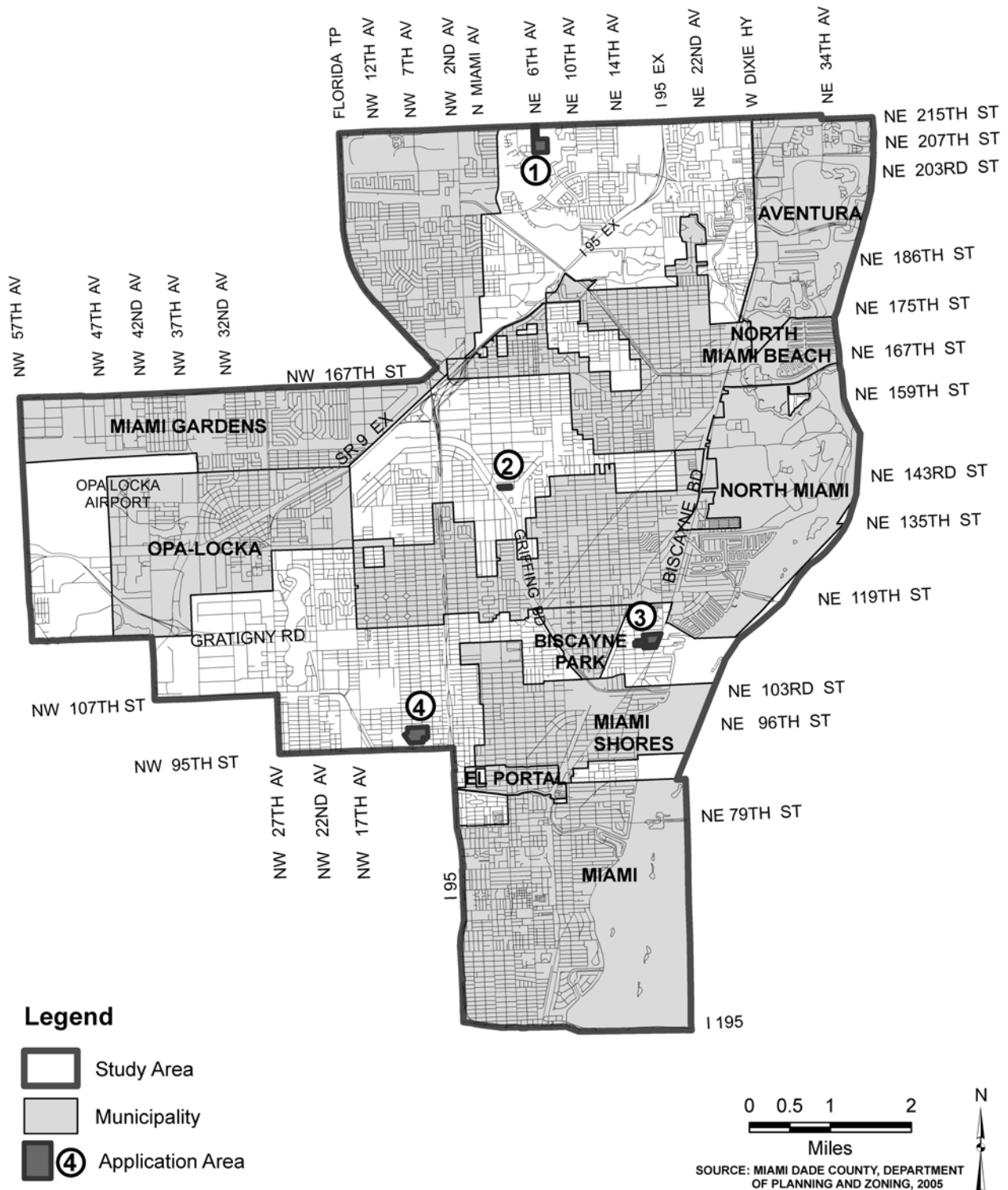


Table A-1
Environmental Conditions
Study Area A

	Application Number			
	1	2	3	4
<u>Flood Protection</u>				
County Flood Criteria (NGVD)	6.5 feet	5.0 feet	5.0 feet	5.5 feet
Stormwater Management	5-year storm	5-year storm	5-year storm	5-year storm
Drainage Basin	C-9/ East Basin	C-8 Basin	Intra-coastal Basin/ C-8	C-7 Basin
Federal Flood Zone	Zone X	Zone AE	Zone AE	Zone X
Hurricane Evacuation Zone	NONE	NONE	NONE	NONE
<u>Biological Conditions</u>				
Wetlands Permits Required	NO	NO	YES	NO
Native Wetland Communities	NO	NO	YES	NO
Natural Forest Communities	ADJACENT	NO	NO	NO
Endangered Species Habitat	NO	NO	NO	NO
<u>Other Considerations</u>				
Within Wellfield Protection Area	NO	NO	NO	NO
Archaeological/Historical Resources	NO	YES	YES	POSSIBLY
Within area of known Contamination	NO	NO	NO	NO
Source: Miami-Dade County Departments of Environmental Resources Management, Historic Preservation Division; Department of Planning and Zoning				

infiltration systems. Development of Application No. 3 shall require full on-site retention for the 5-year storm through exfiltration systems preferably drainage wells due to poor permeability in the upper strata of the underlying rock in the area, as shown in recent projects constructed in the vicinity. The site of the project is within the salt intruded area, which is suitable for the use of a drainage well, which can dispose of treated runoff at a strata containing 10,000 ppm total dissolved solids. Storm water runoff for each of the four Application project sites must be fully contained on-site without adverse impact to adjacent properties.

Wetlands

The properties subject to Applications 1, 2, and 4 do not contain jurisdictional wetlands as defined by Section 24-5 of the Code. Therefore, Miami-Dade County will not require a Class IV Permit for work on these application sites. However, an on-site inspection of the Application 3 area revealed that the following three of the parcels (folios 3022320000020, 3022320150070, and 3022320080020) contain jurisdictional wetlands as defined by Section 24-5 of the Code. Therefore, Class I and/or Class IV wetland permit(s) will be required before any work can be done in wetlands on these parcels. The Wetlands Resources and the Coastal Resources Sections of DERM may be contacted for further information concerning the wetland permitting requirements or if a formal wetlands jurisdictional determination is needed. The applicant is advised that dredging and filling work proposed in Class I application areas must be consistent with Chapter 24-48.3(2) of the Code. The applicant is advised that dredging and filling for residential development does not comply with any of these criteria and may not be

administratively approved by DERM. Additionally, the Army Corps of Engineers, the Florida Department of Environmental Protection and the South Florida Water Management District may require permits for the proposed project. It is the applicant's responsibility to contact these agencies.

Forest Resources

The Application No. 1 site contains prohibited trees as referenced in Chapter 24-49.9 of the Code, which additionally requires that all prohibited trees must be removed from the site prior to development. The applicant is therefore advised to contact DERM staff for permitting procedures and requirements prior to development of site and landscaping plans.

Additionally, the Application No. 1 site abuts a natural preserve area known as County Line Scrub, which is owned by Miami-Dade County. The preserve was acquired in 1995 by the Environmentally Endangered Lands (EEL) Program for the purpose of long-term conservation and is a designated Natural Forest Community. This scrub preserve is undergoing active land management and restoration. Natural upland ecosystems in Florida are fire-dependent. This means that under natural conditions, fire is needed to maintain an open landscape and the diversity of native plant and animal species that these preserves were acquired to protect. In addition, frequent burning reduces the possibility of wildfires. Sustained high temperatures, smoke, and complete canopy burnout characterize scrub fires. Firebreaks and grassy buffers are used to control planned burns and wildfires.

The application property lies within the potential smoke dispersion corridor of this scrub habitat. Consequently, the subject property may be affected by the periodic smoke events and embers from the prescribed burns or unexpected wildfires. If the site is developed, the applicant should consider design elements that locate roads, lakes, or green common areas to act as a buffer to the property line of the adjoining natural preserve area. Locating private back yards adjacent to the preserve frequently results in future land management problems, such as dumping of landscape debris into the preserve.

The subject properties for Application Nos. 2, 3 and 4 contain specimen-sized (trunk diameter > 18 inches) trees. Section 24-49 of the Code requires the preservation of tree resources. Consequently, DERM will require the preservation of all the specimen-sized (trunk diameter > 18 inches) trees, as defined in the Code, on the site. A Miami-Dade County tree removal permit is required prior to the removal or relocation of any trees. A tree survey showing all the tree resources on site will be required prior to reviewing the tree removal permit application.

Some of the Application No. 3 parcels support invasive exotic species. Pursuant to Section 24-49.9 of the Code, species listed under Policy 8I of the Conservation Element of the Comprehensive Master Development Plan may not be sold, propagated, or planted. All exotic, invasive vegetation present at this site shall be removed prior to site construction and may not be relocated, sold, or transported off site. Additionally, species listed on the Prohibited and Controlled Species List may not be planted at this location

Wellfield Protection

None of the applications lie within a wellfield protection area.

Historical and Archeological

The Application No. 1 site does not contain either historic or archeological elements.

The Application No. 2 site has no archeological elements but includes a circa 1951 house within a wooded lot, the historic significance of which is undetermined. Therefore, the Office of Historic Preservation recommends that a professional consultant perform an assessment and recordation of the property located at 14521 Memorial Highway.

The south component of Arch Creek terminates within the Application No. 3 site at the southeast end of the Biscayne Canal Slough. These slough features are known to have prehistoric sites along their edges and therefore have the potential of yielding prehistoric artifacts. The Office of Historic Preservation cautions that an archaeological monitor may be required if these features are impacted by further development. Specifically properties at 11190, 11220, 11240, 11320, and 11450 Biscayne Boulevard, Biscayne Breeze Trailer Park, and 11303 and 11340 N.E. 13th Avenue, include low-lying, former creek/slough areas and elevated (coastal ridge) portions within Biscayne Shores.

The Office of Historic Preservation notes that the vicinity of the Application No. 3 site was homesteaded in the 1880s by German immigrant Charles Ihle. Ihle lived on 80 acres, with the following noted lots assumed to encompass portions of his acreage: "El Palmago Estate", located on Ihle's homestead in 1920s (rich in botanical specimens and diversity); and, "Little Arch Creek" (south branch of Arch Creek), which cut through the area until culverted in 1960s. Due to additional historic attributes in the area such as: tourist cottages; Historic Burr House; Arch Creek Park; Military Trail; and FEC railroad, the historic significance of the area has been designated "Significant". Therefore, the Office of Historic Preservation recommends that design plans for future development at this site should tie in to historical & environmental themes of the area.

The Application No. 4 site is characterized by an elevated ridge and crescent shaped oak hammock. Mid 1940's and early 1960's aerial photographs were reviewed for any potential archaeological targets. Specific vegetative signatures were used in the identification of the area as a potential archaeological site. The Office of Historic Preservation recommends an archaeological assessment of the hammock be conducted.

Additionally two single family homes (one masonry; one wood frame/asbestos shingles) located at 925 & 999 N.W. 96th Street, date back to the late 1940s. These structures are not listed in original County Historic Sites Survey (1978-81). The surrounding area is elevated and includes oak specimens and some older resources. The historic significance of these structures has been designated "undetermined" and the Office of Historic Preservation recommends that an Assessment and recordation by a professional consultant be performed.

Land Use Patterns Within Study Area A

Study area A is located in northeastern Miami-Dade County. The overall character of the study area is primarily residential with some of the County's principal commercial areas also located here. Residential uses include a range of housing types from single-family detached units to multi-family dwelling units at medium-high density. Commercial activities are oriented along major thoroughfares such as Biscayne Boulevard, NE 163rd Street, and W. Dixie Hwy. Major industrial areas are located along I-95. The area also includes the north campus of Florida International University, Johnson and Wales University, Aventura Mall, Opa Locka Airport, Oleta River State Park and the Spanish Monastery. A summary of the existing land uses for the four Application Sites in this Study Area is presented in Table A-2.

Table A-2
Existing Land Uses Within and Adjacent to Application Sites
Study Area A

Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
1	Bell South Facility (IU-C)	SF housing, apartments	Vacant (IU-C), duplexes; apts.	Multi-family housing; Golf course	Natural Preserve, apts., townhomes, Industrial
2	Single family residential	3 family residential and Single family	Duplexes and Single family	Single family, Haitian Evangelical Baptist Church	Memorial Highway, Biscayne Canal, Single family
3	Vacant, church, trailer park, north portion of SFBC Institute, Jamaican Inn and Restaurant	SF housing, Park, auto parts store, restaurant	Biscayne Blvd., Commercial, marina, nursery and multi family housing	SFBC Institute, FPL substation	Single Family housing
4	Mobil Home Community	NW 99 Street, duplexes and SF housing	Duplexes and SF housing	Apartments and NW 95 Street, Hospital and medical offices	Church, NW 12 Avenue, Apartments, Lake Fran Cora

Note: Zoning on vacant and agriculture parcels is noted in parentheses ().

Future Land Use Patterns. The future land use pattern adopted in the CDMP Land Use Plan (LUP) map for Study Area A shows that the primary designation for land between west of Biscayne Boulevard (US-1) and north of NW 74th Street is "Low Density Residential" (2.5 to 6 dwelling units per gross acre). Areas with higher density residential designations are generally located east of Biscayne Boulevard, adjacent to amenity features such as golf courses or lakes, or are located in strips along major roadways. Additionally, densities increase south of NW 74th Street approaching the "Downtown Miami" area. This future land use pattern allows and encourages infill in existing residential areas, a continuation of commercial infilling along major arterial frontages where commercial development is already established as the trend, and protection of sound residential neighborhoods from intrusion by incompatible uses.

Application No. 1

The parent tract of 72.13 acres is situated on the south side of County Line Road (NE 215 Street), between NE 8th Avenue and NE 5th Avenue. The application site consists of 26.13 acres and lies on the western portion of the parent tract (folio No. 30-1231-001-0010). The application requests that this site be redesignated from “Industrial and Office” to “Low-Medium Density Residential” (5 to 13 dwelling units per gross acre). The remainder of the parent tract is currently designated “Low-Medium Density Residential”

Existing Land Use Patterns: Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures A-2, A-3 and A-4, above. The application site is currently developed with as a Bell South facility. To the north, is the Miami-Dade/Broward County Line, beyond which are single family homes (Lake Forest) with the Pembroke Village apartments to the northwest. To the east is the remainder of the parent tract, which is undeveloped. Beyond the parent property are the Sierra Ridge duplexes and a portion of the California Club Golf Course. To the south is a portion of the parent tract and San Simeon Way, beyond which is the California Club Golf Course. To the southwest of the site are the Fairview Apartments and North Point Townhomes. The County Line Scrub Environmentally Endangered Lands (EEL) site and the AT&T facility lie to the west of the site.

The site is currently zoned IU-C (Industrial Use - Controlled), an appropriate zoning for the current Bell South telephone facility. The parent tract to the east and south is also zoned IU-C; however, there is a pending request by the owner, Bellsouth Telecommunications, Inc., to change the zoning district on the adjacent 43.5 acres of the property from IU-C (Industrial District-Conditional) to PAD (Planned Area Development). According to the Department’s records, the developer intends to develop 532 dwelling units on the 43.5-acre parcel consisting of two-story townhouses and three-story multi-family buildings in a condominium development. If the CDMP amendment is approved the applicant intends to file an application to rezone the 26.13-acre application site from IU-C to PAD to develop the site for residential uses.

Properties to the south and west of the application site are designated a variety of zonings that allow for apartment, townhouse, and golf course uses. These zonings include RU-3M (Minimum Apartment, 12.9 units/net acre), RU-4A (Apartments, 50 units), RU-4L (Limited Apartment 23 units/net acre), RU-4M (Modified Apartment, 35.9 units/net acre) and GU (Interim use), which allows for golf course use. The AT&T facility and the EEL property located west of the application site, are currently zoned AU (Agriculture).

Future Development Patterns: The adopted Land Use Plan map designates the application site and the site of the AT&T facility as “Industrial and Office”. The surrounding parent tract and the neighborhoods to the north, south and east are designated as “Low-Medium Density Residential” (5 to 13 dwelling units per acre) except in the golf course area, which is designated as “Park and Recreation”. The EEL site to the west of the application site is designated as “Environmental Protection” due to its environmentally sensitive nature. That portion of the CDMP Land Use Map that depicts the area surrounding this application site is included as Figure A-5.

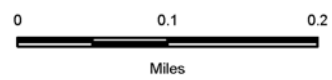
Figure A-2
AERIAL PHOTO: APPLICATION NO. 1



2005 AERIAL



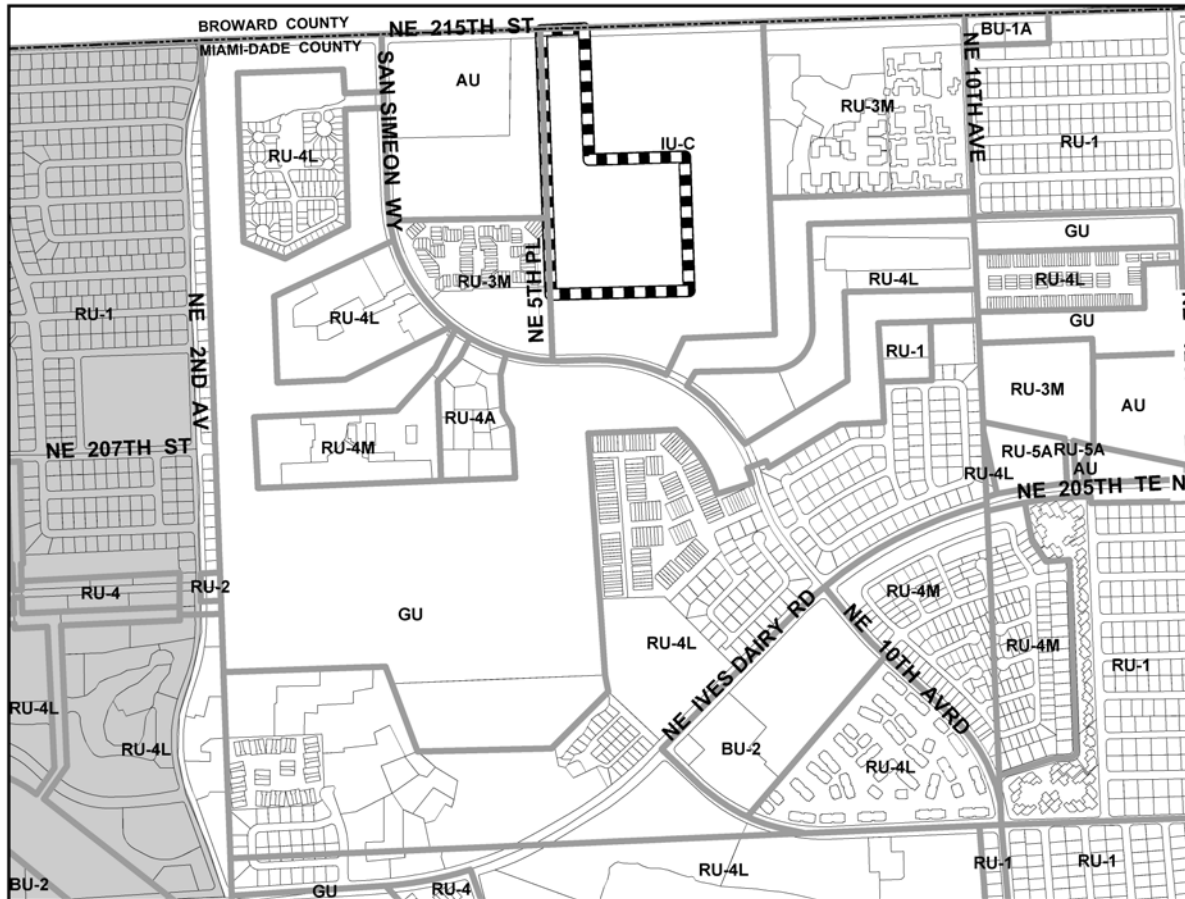
APPLICATION AREA



SOURCE: MIAMI-DADE COUNTY DEPARTMENT
OF PLANNING AND ZONING, 2005



Figure A-3
APPLICATION NO. 1
CURRENT ZONING MAP



APPLICATION AREA
UNINCORPORATED MIAMI-DADE
CITY OF MIAMI GARDENS

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
AU	AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
RU-4A	APARTMENTS 50 UNITS / NET ACRE, HOTELS / MOTEL
RU-4L	LIMITED APARTMENTS HOUSE 23 UNITS / NET ACRE
RU-4M	MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
RU-5A	SEMI-PROFESSIONAL OFFICE 10,000 SQ. FT. NET
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
IU-C	INDUSTRIAL-CONDITIONAL

0 0.125 0.25 0.5
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure A-4
APPLICATION NO. 1
EXISTING LAND USE MAP



 APPLICATION AREA

2003 EXISTING LAND USE

-  SINGLE-FAMILY
-  TWO-FAMILY DUPLEXES
-  MOBILE HOME PARKS
-  TOWNHOUSES
-  LOW-DENSITY MULTI-FAMILY
-  HIGH-DENSITY MULTI-FAMILY
-  TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
-  COMMERCIAL, SHOPPING CENTERS, STADIUMS
-  OFFICE
-  INSTITUTIONAL
-  INDUSTRIAL EXTRACTION
-  INDUSTRIAL
-  AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

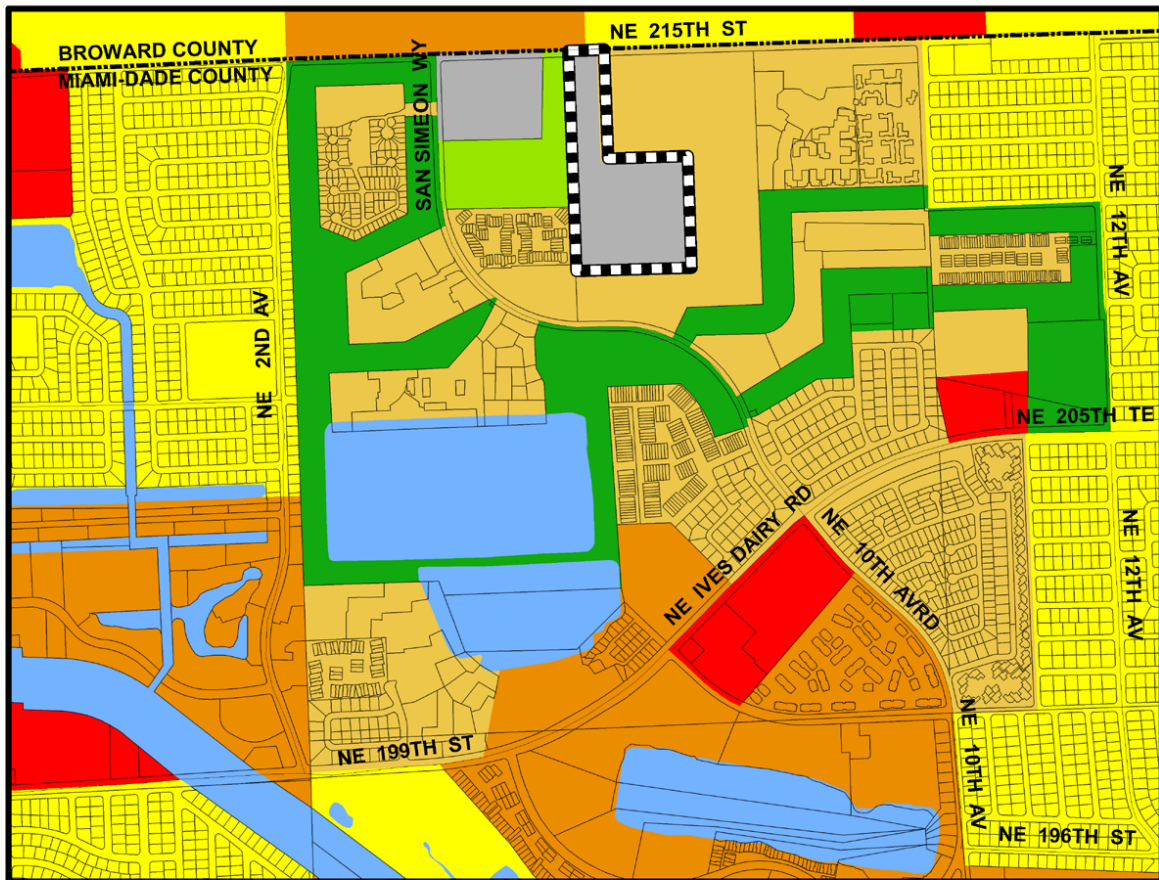
-  COMMUNICATIONS, UTILITIES, TERMINALS
-  STREETS, ROADS, EXPRESSWAYS, RAMPS
-  STREETS, EXPRESSWAYS R/W
-  AGRICULTURE
-  PARKS, PRESERVES, CONSERVATION AREAS
-  WATER CONSERVATION AREAS
-  VACANT, GOVERNMENT OWNED
-  VACANT, PROTECTED, PRIVATELY OWNED
-  VACANT, UNPROTECTED
-  INLAND WATERS
-  OCEAN, BAY WATERS

0 0.125 0.25 0.5
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005



Figure A-5
APPLICATION NO. 1
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES

- LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
- LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
- MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC

INDUSTRIAL AND OFFICE

BUSINESS AND OFFICE

PARKS AND RECREATION

ENVIRONMENTALLY PROTECTED PARKS

WATER

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.

0 0.125 0.25 0.5
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Application No. 2

The application site is an irregularly shaped 2.98-acre parcel that is situated on the east side of Memorial Highway at theoretical NE 145 Street. The application requests that this site be redesignated from “Low Density Residential” (2.5 to 6 dwelling units per gross acre) to “Low-Medium Density Residential” (5 to 13 dwelling units per gross acre).

Existing Land Use Patterns: Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures A-6, A-7 and A-8. The application site contains a single-family residential unit. Directly north is a dilapidated three unit residential structure, beyond which are single-family homes. To the east are single-family homes; some duplexes were observed to the east of NE 2 Court. To the south is a dilapidated single family home beyond which is the Haitian Evangelical Baptist Church. West of the site is Memorial Highway and the Biscayne Canal, beyond which are single-family homes.

The site is currently zoned RU-1 (Single Family Residential) as are the properties to the north, east and south. Some BU-1 (Business-Neighborhood) and BU-1A (Business-Limited) zonings are noted along Memorial Highway further north of the application site. To the west, across the Biscayne Canal, the properties are also zoned RU-1.

Future Development Patterns: The adopted Land Use Plan map designates the application site and the neighborhoods to the north, south, east and west as “Low Density Residential” (2.5 to 6 dwelling units per acre). No higher density is noted in this area until south of Canal Spur No. 4, approximately 0.2 mile to the south. That portion of the CDMP Land Use Map which depicts the area surrounding this application site is included as Figure A-9.

Figure A-6
AERIAL PHOTO: APPLICATION NO. 2



2005 AERIAL

 APPLICATION AREA


0 0.05 0.1
Miles

SOURCE: MIAMI-DADE COUNTY DEPARTMENT
OF PLANNING AND ZONING, 2005



Figure A-7
APPLICATION NO. 2
CURRENT ZONING MAP



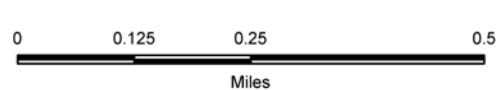
-  APPLICATION AREA
-  UNINCORPORATED MIAMI-DADE
-  CITY OF NORTH MIAMI

MIAMI-DADE ZONING DISTRICTS

- EU-M ESTATES MOD.1 FAMILY 25,000 SQ.FT. NET
- RU-1 SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
- RU-2 TWO FAMILY RESIDENCE SQ. FT. NET
- RU-3 FOUR UNIT APARTMENT 7,500 SQ. FT.NET
- RU-3M MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
- RU-4M MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
- BU-1 BUSINESS - NEIGHBORHOOD
- BU-1A LIMITED BUSINESS

NORTH MIAMI ZONING DISTRICTS

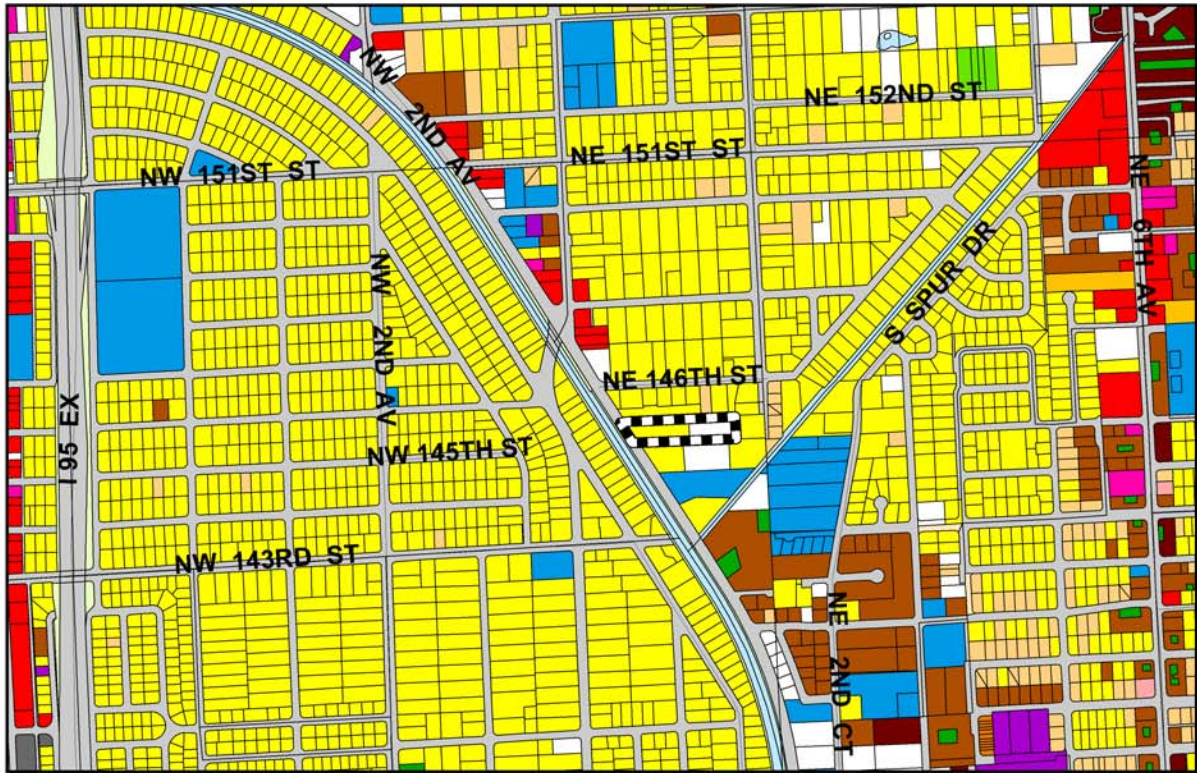
- R-3 SINGLE-FAMILY DISTRICT
- R-4 MULTI-FAMILY DISTRICT
- R-5 MULTI-FAMILY DISTRICT
- C-1 COMMERCIAL (LOCAL NEIGHBORHOOD)



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
 OF PLANNING AND ZONING, 2005



Figure A-8
APPLICATION NO. 2
EXISTING LAND USE MAP



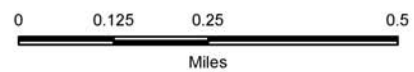
 APPLICATION AREA

2003 EXISTING LAND USE

-  SINGLE-FAMILY
-  TWO-FAMILY DUPLEXES
-  MOBILE HOME PARKS
-  TOWNHOUSES
-  LOW-DENSITY MULTI-FAMILY
-  HIGH-DENSITY MULTI-FAMILY
-  TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
-  COMMERCIAL, SHOPPING CENTERS, STADIUMS
-  OFFICE
-  INSTITUTIONAL
-  INDUSTRIAL EXTRACTION
-  INDUSTRIAL
-  AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

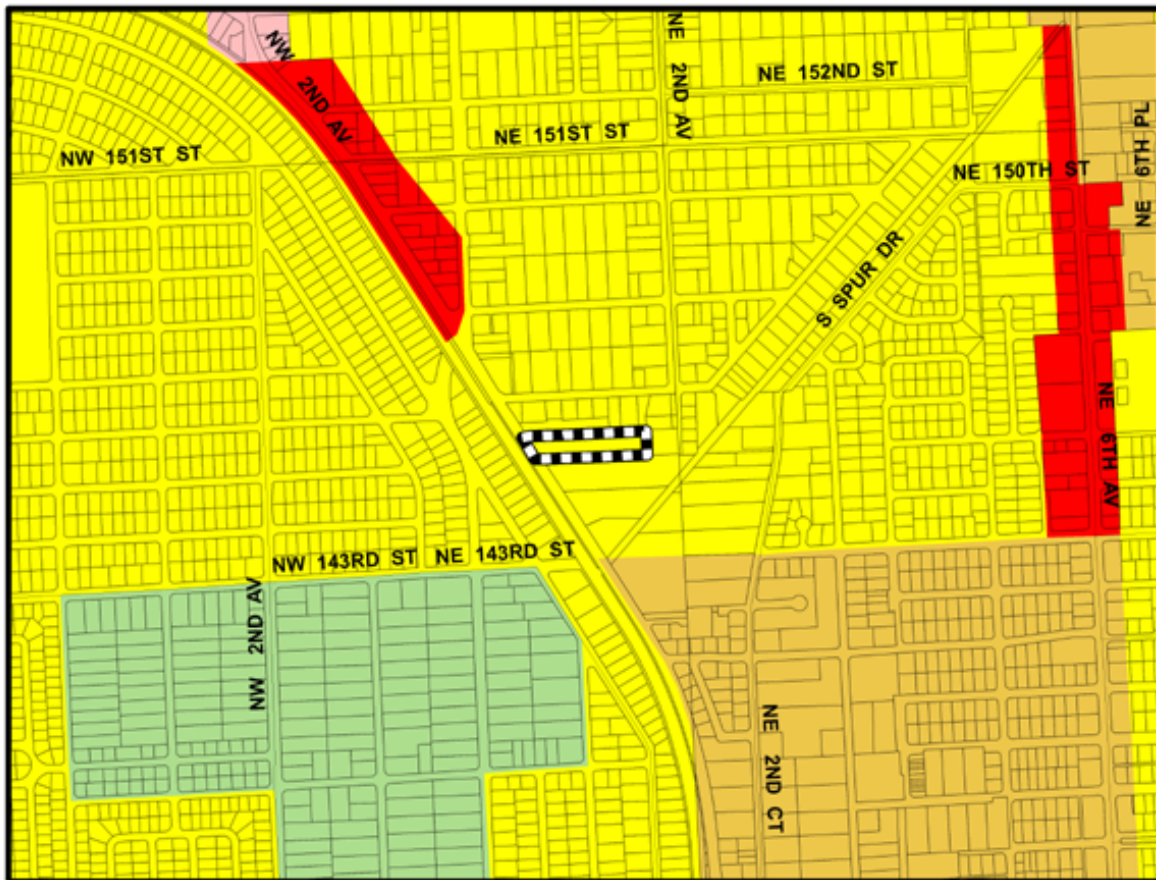
-  COMMUNICATIONS, UTILITIES, TERMINALS
-  STREETS, ROADS, EXPRESSWAYS, RAMPS
-  STREETS, EXPRESSWAYS R/W
-  AGRICULTURE
-  PARKS, PRESERVES, CONSERVATION AREAS
-  WATER CONSERVATION AREAS
-  VACANT, GOVERNMENT OWNED
-  VACANT, PROTECTED, PRIVATELY OWNED
-  VACANT, UNPROTECTED
-  INLAND WATERS
-  OCEAN, BAY WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
 OF PLANNING AND ZONING, 2005



Figure A-9
APPLICATION NO. 2
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES



ESTATE DENSITY RESIDENTIAL (EDR) 1-2.5 DU/AC



LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC



LOW-MEDIUM DENSITY RESIDENTIAL (LMOR) 5-13 DU/AC

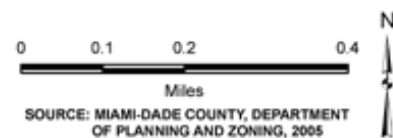


OFFICE/RESIDENTIAL



BUSINESS AND OFFICE

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



Application No. 3

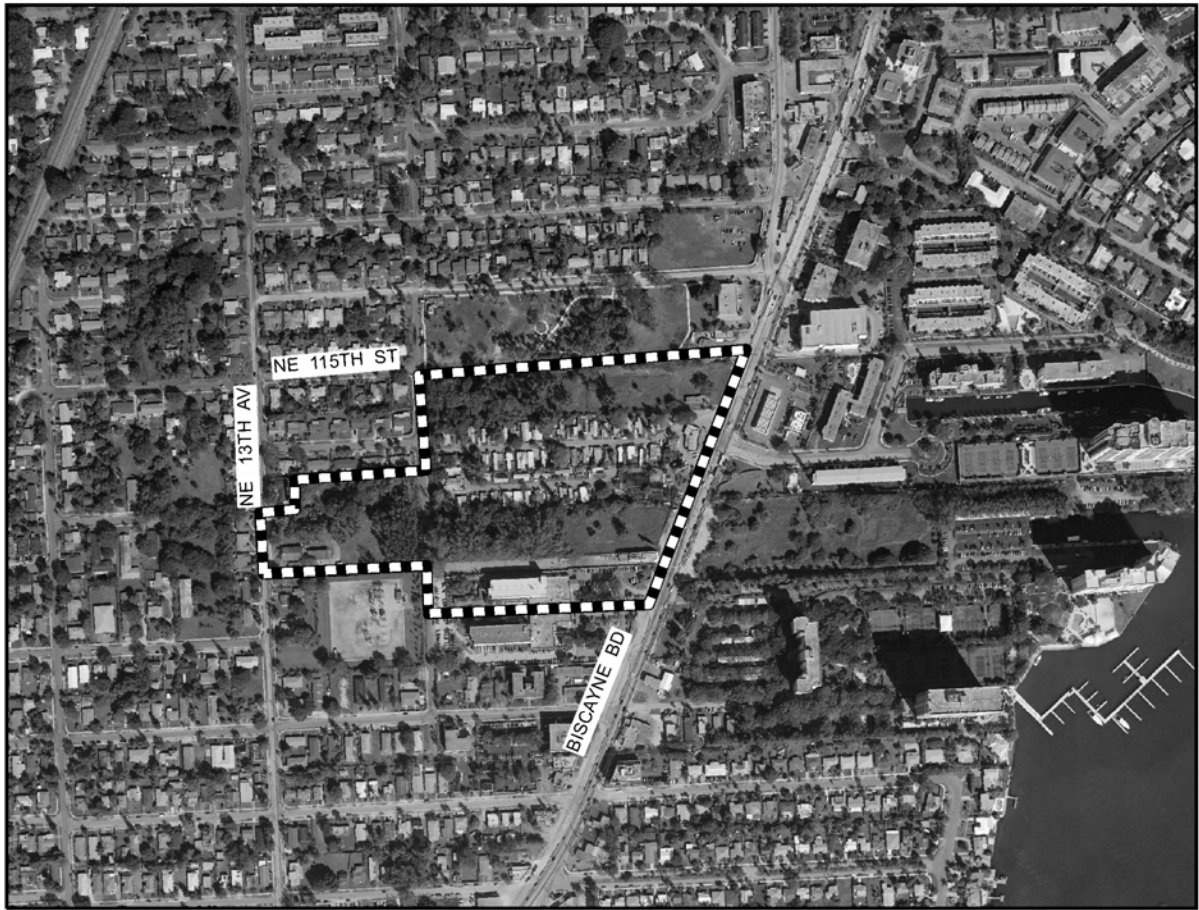
The Application No. 3 site contains 5 parcels for a total of 21.54 gross acres. Parcels C, D and E are located west of Biscayne Boulevard to NE 14 Avenue between NE 112 and NE 115 Streets. Parcels A and B lie between NE 13 and NE 14 Avenues, south of NE 114 Terrace and include Lots 7, 8, and a portion of Lot 9 as shown on the application survey. The application requests that these parcels be redesignated from “Low Density Residential” (2.5 to 6 dwelling units per gross acre), “Low-Medium Density Residential” (5 to 13 dwelling units per gross acre) and “Business and Office” to “Medium Density Residential” (13 to 25 dwelling units per gross acre) on parcels A, B, C and D, and “Business and Office” on parcel E. A more precise breakdown of this request is presented in the Recommendations and Principal Reason Section for this Study Area.

Existing Land Use Patterns: Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures A-10, A-11 and A-12. Currently, parcel A is undeveloped. Parcel B contains the Eglise El Shaddai church. Parcel C and E contain vacant land and a trailer park. Parcel D contains the SFBC Institute, a medical trials building and a Jamaican Inn and Restaurant. To the north of Parcel A is single family homes, while the Biscayne Shores and Gardens Park, a Discount Auto Parts, and a restaurant are located north of Parcel E. To the east of Parcels E and D, east of Biscayne Boulevard are a mini storage facility, a gas station, vacant land, the Jockey Club Hotel and Marina and the Paradise Plants Nursery. To the south of Parcel D is the southern half of the SFBC Institute and an FPL sub-station located to the south of Parcel B. To the west of the parcels, west of NE 13 Avenue are single-family homes.

As shown on Figure A-11, Parcel A is currently zoned RU-2 (two-family residential) and Parcel B is zoned RU-3M (minimum apartment house). Parcel D is zoned RU-4A (apartments, 50 units/net acre; hotels & motels, 75 units/net acre) and has BU-2 (special business) along Biscayne Boulevard. Parcel C is zoned RU-2 on the northern two-thirds and RU-3M on the southern one-third. Parcel E has RU-3B (Bungalow Court) and RU-2 zoning to the north and RU-3M zoning to the south. This parcel also has BU-2 zoning along Biscayne Boulevard. Generally, the properties in this area are zoned BU-2 along Biscayne Boulevard, RU-3M to the south and southwest of the application site, RU-2 to the northwest of the application site and a combination of RU-2 and RU-3 zonings to the north of the application site. The Biscayne Park and Gardens Park to the north of Parcel E is zoned GU (general use) which allows for Park and Recreational use.

Future Development Patterns: The adopted Land Use Plan map designates Parcels B, C, D and E of the application site and the neighborhoods to the north, south and southwest as “Low-Medium Density Residential” (5 to 13 dwelling units per acre). The “Business and Office” designation is noted along the Biscayne Boulevard corridor to NE 104 Street; a designation which encompasses the easternmost portions of Parcels D and E of the application site. Parcel A and the areas to the north and west of the parcel are designated “Low Density Residential (2.5 to 6 units per acre). That portion of the CDMP Land Use Map, which depicts the area surrounding this application site, is included as Figure A-13.

Figure A-10
AERIAL PHOTO: APPLICATION NO. 3



2005 AERIAL

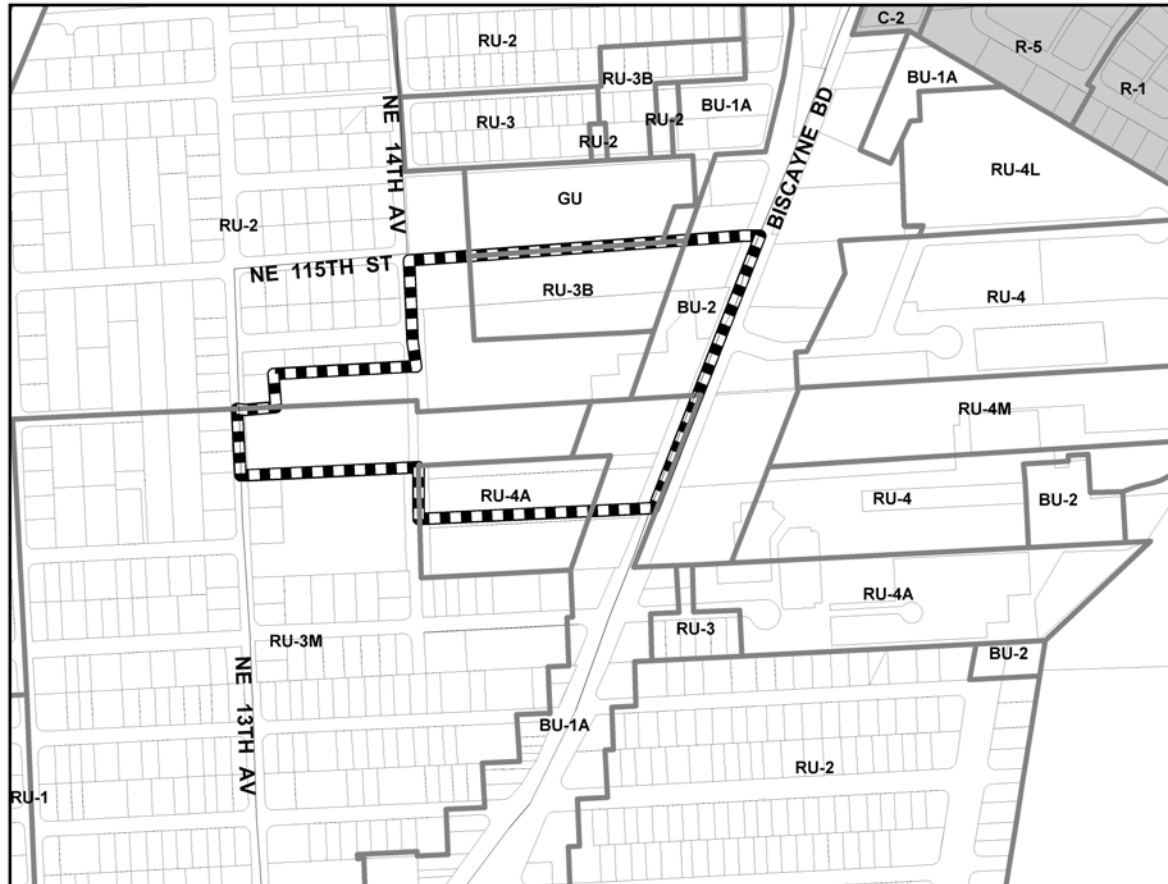
 APPLICATION AREA

0 0.1 0.2
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005



Figure A-11
APPLICATION NO. 3
CURRENT ZONING MAP



APPLICATION AREA

UNINCORPORATED MIAMI-DADE

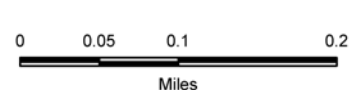
CITY OF NORTH MIAMI

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-3	FOUR UNIT APARTMENT 7,500 SQ. FT. NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
RU-3B	BUNGALOW COURT 10,000 SQ FT NET
RU-4	APARTMENTS 50 UNITS / NET ACRE
RU-4A	APARTMENTS 50 UNITS / NET ACRE, HOTELS / MOTEL
RU-4L	LIMITED APARTMENTS HOUSE 23 UNITS / NET ACRE
RU-4M	MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS

NORTH MIAMI ZONING DISTRICTS

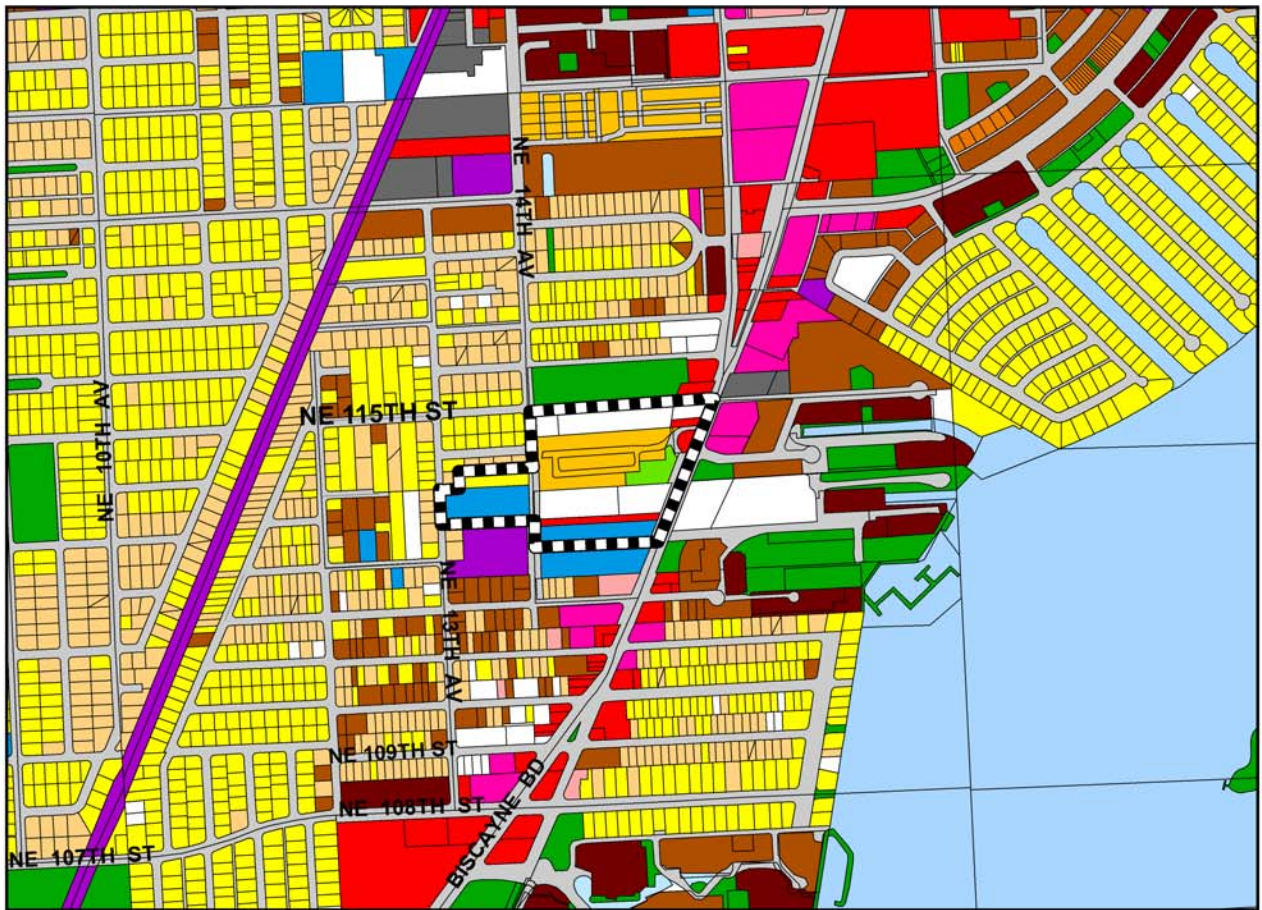
R-1	RESIDENTIAL ESTATE DISTRICT
R-5	MULTI-FAMILY DISTRICT
C-2	COMMERCIAL (HIGHWAY)



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure A-12
APPLICATION NO. 3
EXISTING LAND USE MAP



APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

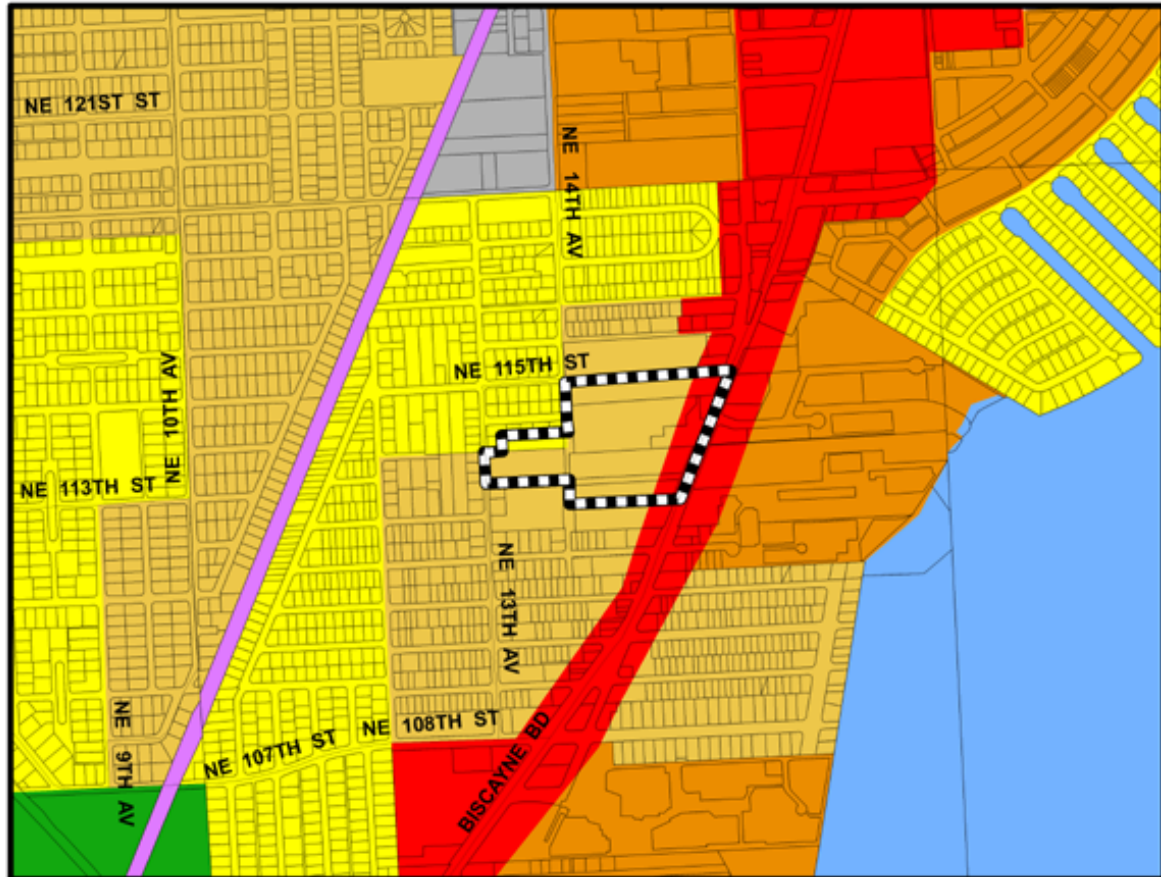
2003 EXISTING LAND USE (cont'd)

- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-13
APPLICATION NO. 3
CDMP LAND USE PLAN



LEGEND



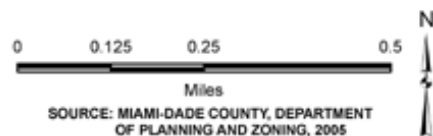
APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES

- LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
- LOW-MEDIUM DENSITY RESIDENTIAL (LMOR) 5-13 DU/AC
- MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC
- INDUSTRIAL AND OFFICE
- PARKS AND RECREATION
- BUSINESS AND OFFICE
- WATER

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



Application No. 4

The Application No. 4 site contains 5 parcels for a total of 27.6 gross acres. The application site is located from NW 12 Avenue to NW 9 Avenue between NW 95 Terrace and NW 99 Street. The application requests that entire application site be redesignated from “Low-Medium Density Residential” (5 to 13 dwelling units per gross acre) to “Medium Density Residential” (13 to 25 dwelling units per gross acre) on Parcels A, C, D and E. Additionally, the application requests that Parcel B, an elongated one-acre parcel across the southern portion of the application, be redesignated to “Medium-High Density Residential” (25 to 60 dwelling units per gross acre).

Existing Land Use Patterns: Current zoning and the existing land use patterns designated by the Land Use Plan map are presented in Figures A-14, A-15 and A-16. The application site is currently developed with the Colonial Acres Mobil Home Community. To the north, beyond NW 99 Street and east of the application site are a mixture of duplexes and single-family residences. To the south of the application site are apartments and NW 95 Street, beyond which are the north Shores Medical Center and offices. To the west of the site are the Faith Deliverance Cathedral, NW 12 Avenue multi family apartments, vacant land and Lake Fran Cora.

The application site is currently zoned RU-2 (two-family residential) along the north and RU-3B (Bungalow Court) along the east with the remainder of the application site zoned GU (general use). None of the zonings are consistent with the parcel boundaries. Generally, the surrounding properties to the north of the application site are zoned RU-2 and the properties to the east are zoned RU-3B. Properties to the south are zoned RU-4L (Limited Apartment House), RU-4A (Apartments, 50 units/net acre) and BU-1 (Business Neighborhood).

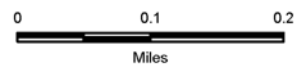
Future Development Patterns: The adopted Land Use Plan map designates the application site and the neighborhoods to the north, east and west as “Low-Medium Density Residential” (5 to 13 dwelling units per acre). The properties to the south of the application site are designated “Office/Residential” a designation which would currently allow “Medium Density Residential” in this area. The application site and surrounding properties lie within the North Central Area Plan boundaries. That portion of the CDMP Land Use Map, which depicts the area surrounding this application site, is included as Figure A-5.

On April 27, 2004 the Board of County Commissioners passed Resolution R-497-04 accepting the North Central Charrette Area Plan Report and it’s recommendations. This report identifies the application site as the future location for the area’s Civic District and recommends a mixture of uses including apartments, townhomes and single-family residential units; the higher density units would be located along NW 95 Street.

Figure A-14
AERIAL PHOTO: APPLICATION NO. 4



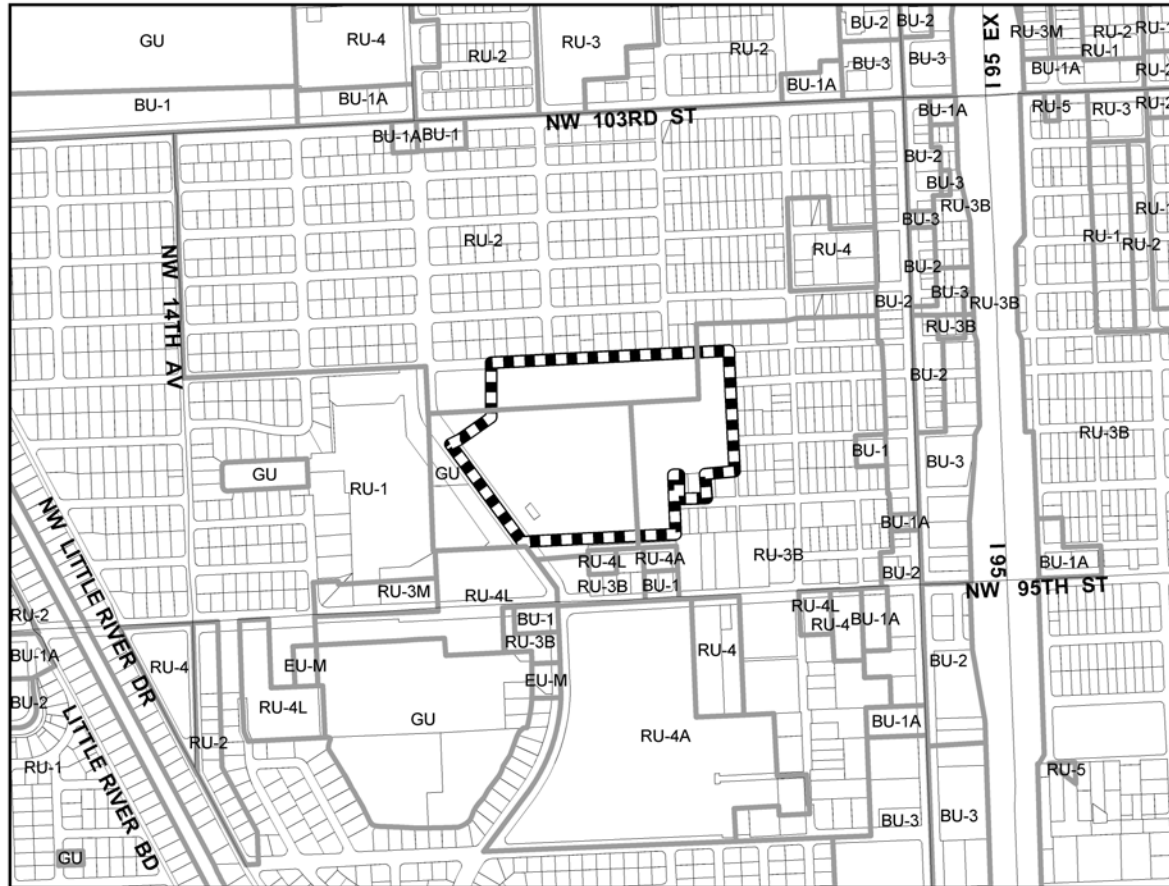
APPLICATION AREA



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005



Figure A-15
APPLICATION NO. 4
CURRENT ZONING MAP



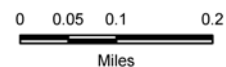
APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

GU	INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARD APPLY
RU-1	SINGLE FAMILY RESIDENCE 7,500 SQ. FT. NET
RU-2	TWO FAMILY RESIDENCE SQ. FT. NET
RU-3	FOUR UNIT APARTMENT 7,500 SQ. FT. NET
RU-3M	MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
RU-3B	BUNGALOW COURT 10,000 SQ FT NET
RU-4	APARTMENTS 50 UNITS / NET ACRE
RU-4A	APARTMENTS 50 UNITS / NET ACRE, HOTELS / MOTEL
RU-4L	LIMITED APARTMENTS HOUSE 23 UNITS / NET ACRE
RU-5	SEMI-PROFESSIONAL OFFICES & APARTMENTS
BU-1	BUSINESS - NEIGHBORHOOD
BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
BU-3	BUSINESS - LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES

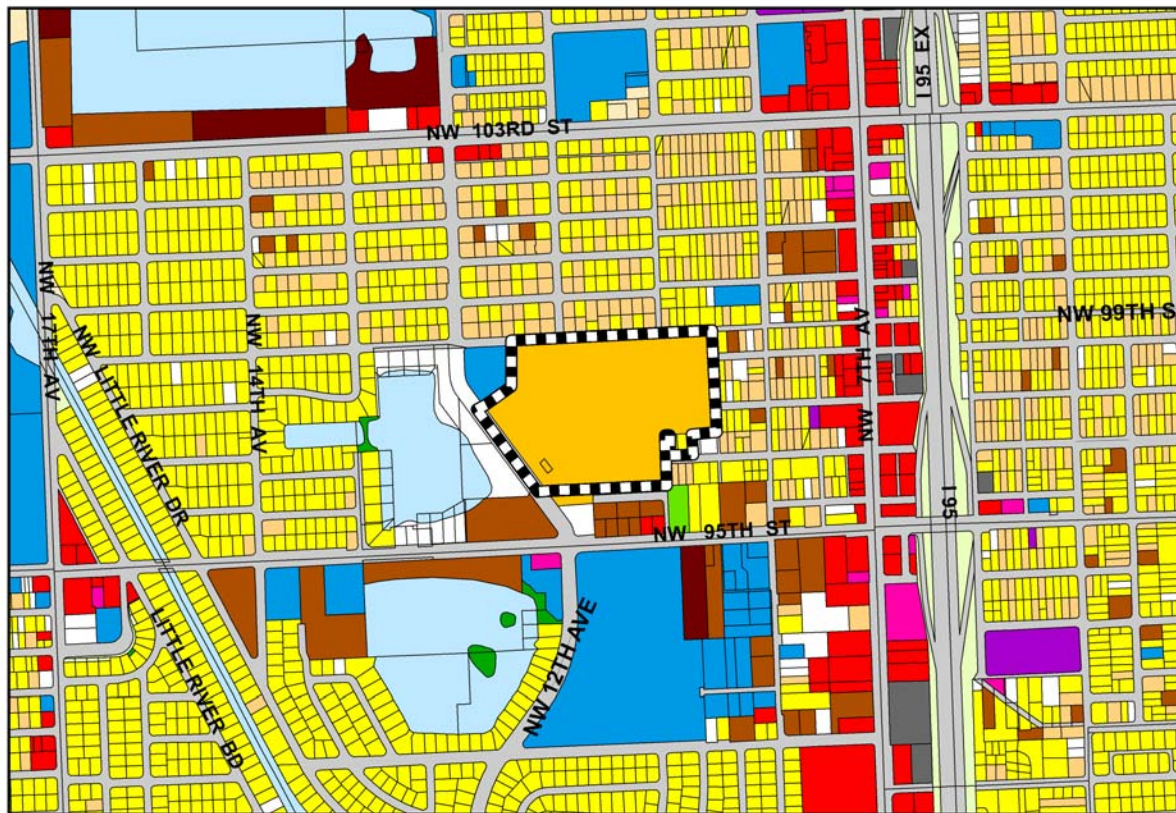
MIAMI-DADE ZONING DISTRICTS (cont'd)

BU-1A	LIMITED BUSINESS
BU-2	SPECIAL BUSINESS
BU-3	BUSINESS - LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR SALES



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Figure A-16
APPLICATION NO. 4
EXISTING LAND USE MAP



APPLICATION AREA

2003 EXISTING LAND USE

- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- TOWNHOUSES
- LOW-DENSITY MULTI-FAMILY
- HIGH-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL EXTRACTION
- INDUSTRIAL
- AIRPORTS, PORTS

2003 EXISTING LAND USE (cont'd)

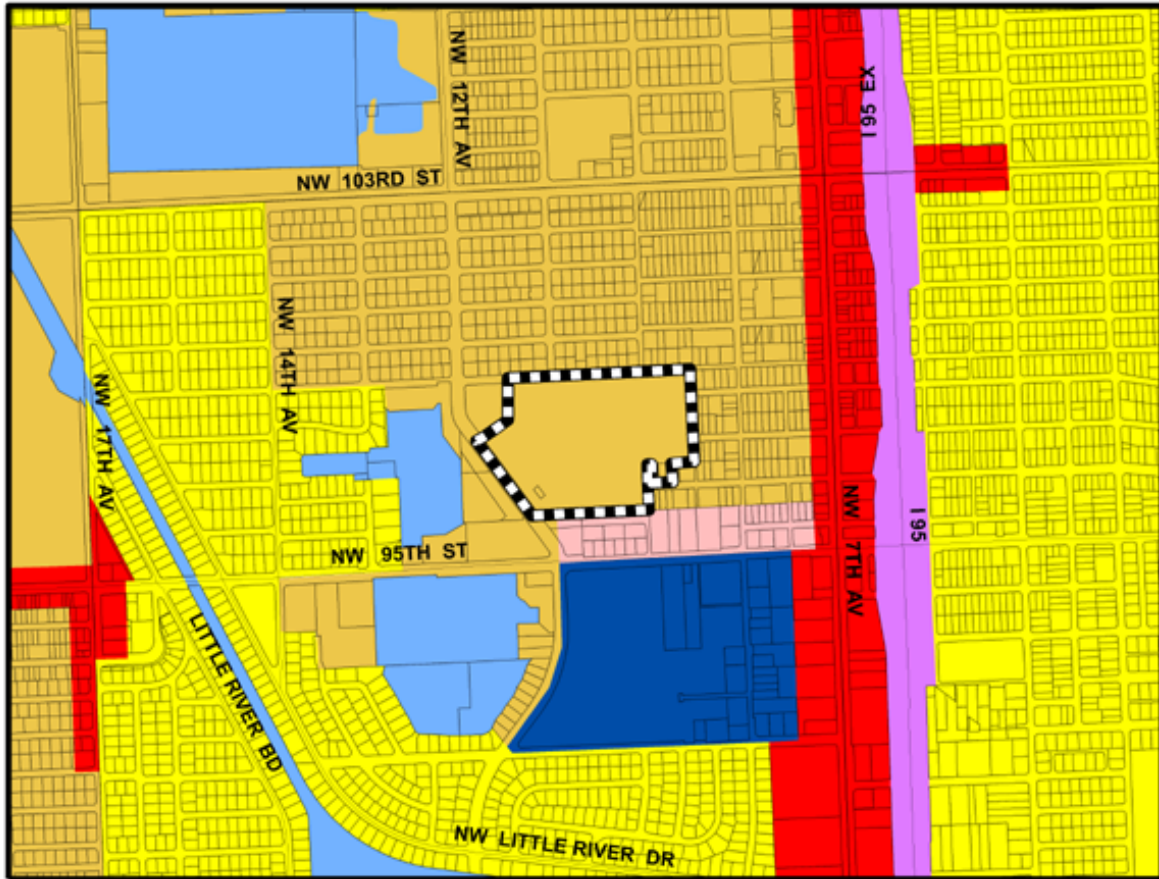
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- STREETS, EXPRESSWAYS R/W
- AGRICULTURE
- PARKS, PRESERVES, CONSERVATION AREAS
- WATER CONSERVATION AREAS
- VACANT, GOVERNMENT OWNED
- VACANT, PROTECTED, PRIVATELY OWNED
- VACANT, UNPROTECTED
- INLAND WATERS
- OCEAN, BAY WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
 OF PLANNING AND ZONING, 2005



Figure A-17
APPLICATION NO. 4
CDMP LAND USE PLAN



LEGEND



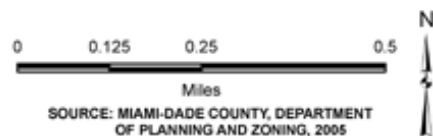
APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES

- LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
- LOW-MEDIUM DENSITY RESIDENTIAL (LMOR) 5-13 DU/AC
- OFFICE/RESIDENTIAL
- INSTITUTIONAL AND PUBLIC FACILITY
- BUSINESS AND OFFICE
- WATER
- TRANSPORTATION

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



Supply and Demand for Residential Land

Vacant residential land in Study Area A (Minor Statistical Areas 2.1, 2.2, 2.4, and 4.1) in 2005 is estimated to have a capacity for about 13,400 dwelling units with about 81 percent of this intended for multi-family use. The annual average demand is projected to decrease from 900 units per year in the 2004-2010 period to 275 units per year in the 2020-2025 period. An analysis of the residential capacity shows depletion occurring in the year 2019 (See Table A-3). About 54 percent of the projected demand is for single-family units and current capacity is projected to be exhausted by 2009. The supply of multi-family land extends beyond 2025.

Table A-3
Residential Land Supply/Demand Analysis
2004 to 2025: Study Area A

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2004	2,488	10,875	13,363
DEMAND 2004-2010	583	492	1,075
CAPACITY IN 2010	0	8,415	7,988
DEMAND 2010-2015	480	406	886
CAPACITY IN 2015	0	6,385	3,558
DEMAND 2015-2020	407	329	736
CAPACITY IN 2020	0	4,740	0
DEMAND IN 2020-2025	182	93	275
CAPACITY IN 2025	0	4,275	0
DEPLETION YEAR	2009	>2025	2019

Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on proposed population projections.

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2005.

There are four proposed amendments in this area. All of them propose increased or new residential units at low-medium, medium, and medium-high densities.

1. Application No. 1 would allow 339 units at 13 dwelling units per acre, which represents approximately 0.58 of a year's supply of single family capacity.
2. Application No. 2 would allow 34 townhouse units, at 13 dwelling units per acre; an increase of 19 units over what is currently allowed. This represents approximately 0.03 of a year's supply of single family housing capacity.
3. Application No. 3 would allow 969 multi-family dwelling units, using densities of 25 and 60 dwelling units per acre; an increase of 543 units over what is currently allowed. This represents approximately 1.1 years supply of multi-family capacity.
4. Application No. 4 would allow 715 units at 25 and 60 dwelling units per acre; an increase of 361 units over what is currently allowed. This represents approximately 0.74 years supply of multi-family capacity.

In sum, approval of the four proposed amendments could add 1,262 units of capacity, approximately 28% of which will be single-family housing units with the remainder being higher density apartment units. This would add less than a year's supply of single-family residential and 1.8 years of multifamily residential land to the capacity of the area.

Supply and Demand for Commercial Land

Study Area A contained 271.5 acres of vacant land zoned or designated for business uses in 2004. Additionally, there were 2,237.7 acres in commercial uses. The annual average absorption rate through 2025 is estimated to be 6.54 acres per year. As indicated in Table A-4, all MSAs comprising this study area have sufficient commercial land to sustain the projected rate of commercial land development to 2025 and beyond.

Table A-4
Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data
Study Area A

Study Area A MSA	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2004	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2015	2025
2.1	103.9	1,070.4	3.94	2025+	6.4	6.2
2.2	62.2	236.0	0.71	2025+	5.6	5.4
2.4	58.0	542.9	1.32	2025+	7.0	6.7
4.1	47.4	388.4	0.57	2025+	4.9	4.7
Total	271.5	2,237.7	6.54	2025+	6.1	5.9

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, July 2005.

Roadways

Existing Conditions

Figure A-18 illustrates the existing arterial roadway network serving Study Area A. East-west expressways and arterials include NW 215 Street (SR 852), NE 203 Street/Ives Dairy Road, NW 199 Street (Honey Hill Drive), NE 192 Street (Lehman Cswy.), NW/NE 183 Street/Miami Gardens Drive (SR 860), NE/NW 163/167 Street/the Palmetto Expressway (SR 826), NW/NE 151 Street, NW/NE 135/136 (Opa Locka Blvd) (SR 916), NW/NE 123/125 (Broad Causeway) (SR 922), NW/NE 119/Gratigny (SR 924), NW/NE 103 (SR 932), and NW/NE 95 Streets. North-South expressways and arterials include the Florida Turnpike, NW 22, NW 17, NW 12/13, and NW 7 (SR 7) Avenues, Interstate 95 (I-95), North Miami Avenue, NE 2, NE 6 (SR 915), NE 10, and NE 19 Avenues, West Dixie Highway, and US 1/Biscayne Boulevard. Access to other portions of the County is provided via the Palmetto Expressway to the west, the Florida Turnpike to the north and I-95 to the north and south. Access to I-95 is provided by interchanges at NW 95, NW 103, NW 119, NW 125, NW 135, NW 151 and NW 167 Streets, Miami Gardens Drive, and Ives Dairy Road. There is also adequate access to the Florida Turnpike and the Palmetto Expressway via the Golden Glades Interchange at NW 167 Street.

Figure A-19 and Table A-5 show that current traffic conditions on major roadways within this Study Area have congestion during the peak period. Additionally, Table A-5 shows that in this Study Area five roadway segments are currently operating at Level of Service (LOS) F, four roadway segments at LOS E, and 18 roadway segments at LOS D, with the balance of the roadway network operating at LOS C or better. The data in Table A-5 is based upon traffic counts conducted from 2000 through 2004 and therefore other segments may have lower LOS conditions than what is currently reported.

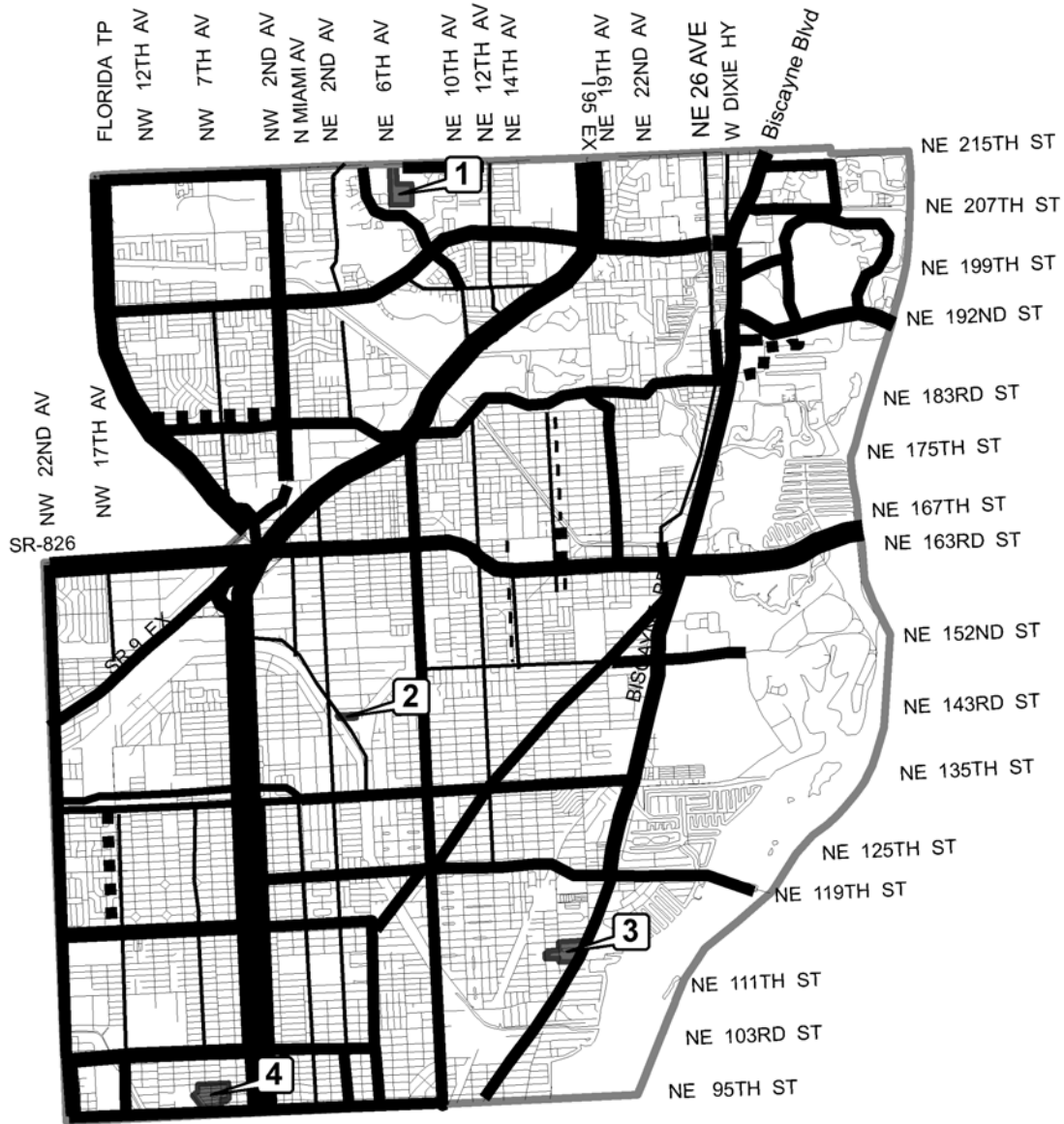
Traffic Concurrency Evaluation

Most of the Study Area is located within the County's adopted Urban Infill Area (UIA)¹, a Transportation Concurrency Exception Area; however, a portion of the Study Area, the area west of I-95 and north of SR 826 is located within the 2005 Urban Development Boundary (UDB).

A recent evaluation of peak period traffic concurrency conditions in this Study Area as of July 12, 2005, which considers reserved trips from approved developments not yet constructed and programmed roadway capacity improvements, predicts that four segments located on Miami Gardens Drive, NE 135 Street and North Miami Avenue exceed their adopted LOS standard (LOS E) (see Figure A-20 and Table A-6). Furthermore, this evaluation reveals that the following roadway segments may run out of service capacity: NW 215 Street (County Line Road) between NW 2 Avenue and NW 27 Avenue with only 36 trips remaining; and I-95 from NW 135 Street to SR 826 with 132 trips left. Other expressways and arterials that are monitored show acceptable peak period LOS conditions (see Table A-7).

¹ UIA is defined as that part of the County located east of, and including, SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95, and the City of Islandia.

Figure A-18
ROADWAYS: Application Nos. 1, 2, 3 & 4



EXISTING ROADWAYS

- 2 Lanes
- 3 Lanes
- 4 Lanes
- 6 Lanes
- 8 lanes
- 10 Lane

PROGRAMMED CAPACITY IMPROVEMENTS (2006-2010)

- - 3 Lanes Programmed
- 4 or 5 Lanes Programmed
- 6 Lanes Programmed

Truncated Study Area Boundary

Application Area

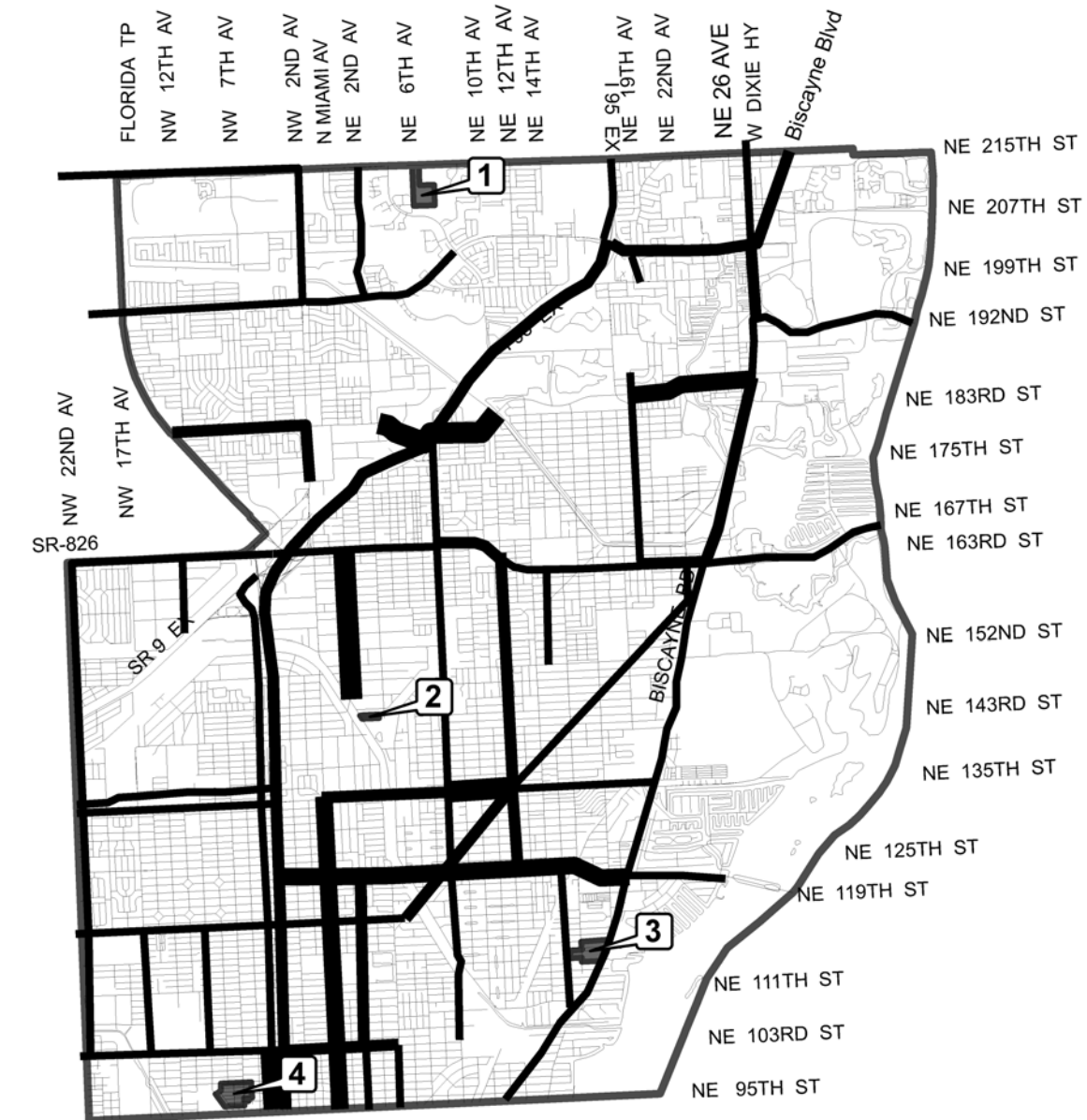
0 0.5 1 2
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure A-19

EXISTING ROADWAYS LEVEL OF SERVICE: Application Nos. 1, 2, 3, & 4



**EXISTING PEAK PERIOD
LEVEL OF SERVICE (LOS)**

- LEVEL OF SERVICE C OR BETTER
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E
- LEVEL OF SERVICE F

- Truncated Study Area Boundary
- Application Area

0 0.5 1 2
Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2005



Roadways Table A-5
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Truncated Study Area A

Roadway	Location/Link	Lanes	LOS Std.*	LOS
I-95 (North/South Exp.)	NW 103 Street to NW 79 Street	10 LA	D	D (01)
	NW 103 Street to NW 119 Street	10 LA	D	D (01)
	NW 119 Street to NW 135 Street	10 LA	D	D (01)
	NW 135 Street to SR 826	8 LA	D	D (01)
	SR 826 to NE 183 Street	8 LA	E	D (01)
	NE 183 Street to NE 203 Street	8 LA	D	D (01)
	NE 205 Terrace to Broward County Line	10 LA	D	C (01)
U.S. 1 (Biscayne Blvd. / S. Dixie Hwy.)	NE 87 Street to NE 125 Street	4 DV	E+50%	C (00)
	NE 125 Street to NE 163 Street	6 DV	E+50%	C (00)
	NE 163 Street to NE 186 Street	6 DV	E+50%	D (01)
	NE 186 Street to NE 192 Street	6 DV	E+50%	C (00)
	NE 192 Street to County Line Road	6 DV	E+50%	D (00)
West Dixie Highway	NE 119 Street to NE 10 Avenue	4 DV	E+20%	D (00)
	NE 10 Avenue to NE 163 Street	4 DV	E	C (00)
	NE 215 Street to NE 203 Street	2 UD	E+20%	C (04)
North Miami Avenue	NW 79 Street to NW 103 Street	4 UD	E+20%	C (04)
	NW 103 Street to NW 125 Street	2 UD	E+20%	D (04)
	Biscayne River Drive to NE 167 Street	2 UD	E	F (04)
NW 2 Avenue	NW 87 Street to NW 135 Street	2 UD	E+50%	E (04)
	NW 174 Street to NW 183 Street	6 DV	E+20%	D (00)
	NW 199 Street to NW 215 Street	6 DV	D	C (04)
NW 7 Avenue (US 441 / SR 7)	NW 79 to NW 103 Street	4 DV	E+50%	E+15% (01)
	NW 103 Street to NW 119 Street	6 DV	E+50%	B (01)
	NW 119 Street to NW 135 Street	6 DV	E+50%	B (01)
	NW 135 Street to I-95	6 DV	E+50%	A (00)
NW 12/13 Avenue	NW 103 Street to NW 119 Street	2 UD	E+20%	B (04)
	SR 826 to NW 155 Street	4 DV	E	B (04)
NW 17 Avenue	NW 103 Street to NW 119 Street	4 DV	E+20%	C (04)
NW 22 Avenue	NW 103 Street to NW 143 Street	4 DV	E+50%	B (04)
	NW 143 Street to SR 826	4 DV	E+50%	B (04)
NE 2 Avenue	NE 86 Street to NE 103 Street	4 DV	E+20%	B (04)
	NE 199 Street to NE 215 Street	2 UD	D	C (04)
NE 6 Avenue	NE 103 Street to NE 135 Street	4 DV	E+20%	C (01)
	NE 135 Street to NE 167 Street	4 DV	E+20%	C (01)
	NE 167 Street to NE 181 Street	4 UD	E+20%	C (00)
NE 10 Avenue	NE 125 Street to SR 826	2 UD	E+20%	D (04)
NE 19 Avenue	NE 163 Street to NE 185 Street	4 DV	E+50%	B (04)

Table A-5 (Cont.)
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Truncated Study Area A

Roadway	Location/Link	Lanes	LOS Std.*	LOS
NW 103 Street	NW 17 Avenue to NW 27 Avenue	6 DV	E	C (00)
	NW 17 Avenue to I-95	6 DV	E	C (01)
	I-95 to NE 2 Avenue	6 DV	E	D (01)
NW 119 Street (Gratigny Drive)	NW 7 Avenue to NW 17 Avenue	6 DV	E	C (01)
	NW 27 Avenue to NW 17 Avenue	6 DV	E	C (01)
	I-95 to West Dixie Highway	4 DV	E	C (00)
NE 123/125 Street (Broad Cswy.)	North Bayshore Drive to U.S. 1	4 DV	E	B (01)
	NE 6 Avenue to U.S. 1	4 DV	E+20%	E (01)
	NW 7 Avenue to NE 6 Avenue	4 DV	E+20%	E (00)
NE/NW 135 Street (1-way EB)	I-95 to NW 17 Avenue	3 UD	E	C (04)
	NW 27 Avenue to NW 17 Avenue	3 UD	E	C (01)
	NE 6 Avenue to NE 10 Avenue	4 DV	E	F (01)
	NW 2 Avenue to NE 6 Avenue	4 DV	E	D (00)
	U.S. 1 to NE 10 Avenue	4 DV	E	C (00)
NE/NW 136 Street (Opa Locka Blvd.)(1-way WB)	I-95 to NW 17 Avenue	3 UD	E	C (01)
	NW 27 Avenue to NW 17 Avenue	3 UD	E	C (01)
SR 826 (Palmetto Expressway)	NW 12 Avenue to U.S. 441/SR 7	8 LA	D	C (01)
	NW 12 Avenue to NW 17 Avenue	8 LA	D	B (01)
	NW 17 Avenue to NW 27 Avenue	8 LA	D	C (01)
NE/NW163/167 St. (SR 826)	NW 2 Avenue to NE 6 Avenue	6 DV	E+50%	C (04)
	NE 6 Avenue to NE 10 Avenue	6 DV	E+50%	D (01)
	NE 10 Avenue to NE 19 Avenue	6 DV	E+20%	C (01)
	NE 19 Avenue to U.S. 1	6 DV	E+20%	D (01)
	U.S. 1 to NE 35 Avenue	8 DV	E+20%	C (00)
	NE 35 Avenue to Collins Avenue (A1A)	8 DV	E+20%	B (01)
NE/NW 183/186 Street (Miami Gardens Drive / SR 860)	NE 2 Avenue to NE 6 Avenue	4 DV	E	E (01)
	NE 6 Avenue to NE 10 Avenue	4 DV	E	F (01)
	NE 18 Avenue to U.S. 1	4 DV	E	F (04)
	NW 2 Avenue to NW 12 Avenue	4 DV	E+20%	D (01)
NE 192 Street (Lehman Cswy. / SR 856)	U.S. 1 to Collins Avenue (A1A)	6 DV	E+20%	A (00)
NW 199 Street (Honey Hill Drive)	Florida Turnpike to NW 2 Avenue	4 DV	E+20%	C (04)
NE 203 Street (Ives Dairy Rd)	I-95 to U.S. 1	6 DV	E+50%	D (04)
	NW 2 Avenue to San Simeon Way	6 DV	D	C (04)
NW 215 Street (SR 852)	NW 2 Avenue to NW 27 Avenue	4 UD	E	C (03)

Source: Miami-Dade County Department of Planning and Zoning; Miami-Dade Public Works Department, June 2005; and Florida Department of Transportation, July 2004.

Note: () year traffic count was revised/updated shown in parentheses

LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

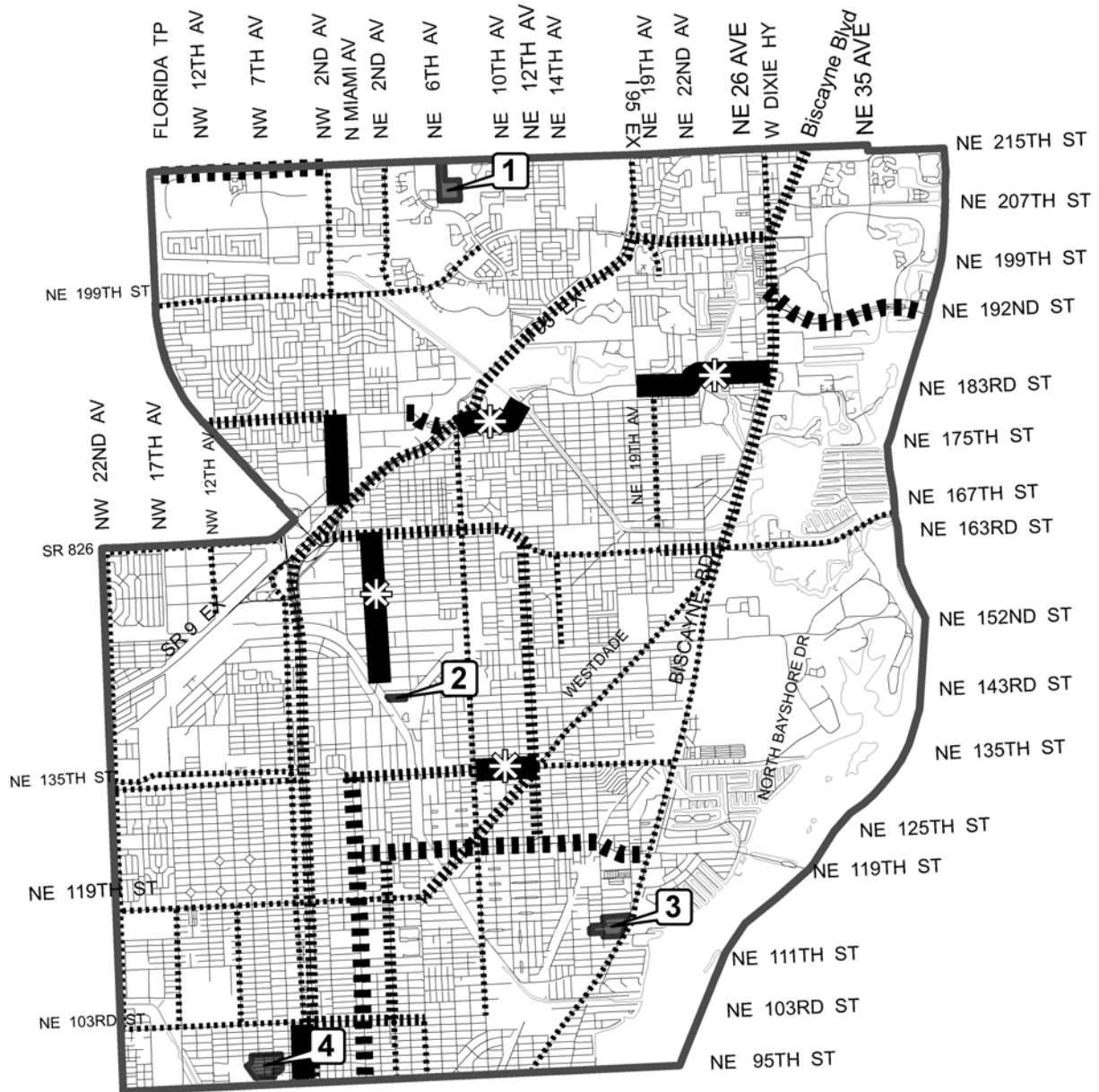
* Means Adopted Level of Service Standard

E+20 = 120% of LOS E (capacity), 20 Minutes Transit Headway in Urban Infill Area

E+50 = 150% of LOS E (capacity), Extraordinary Transit in Urban Infill Area

Figure A-20

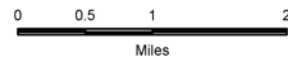
ROADWAY CONCURRENCY LEVEL OF SERVICE: Application Nos. 1, 2, 3 & 4



PEAK PERIOD ROADWAY CONCURRENCY LEVEL OF SERVICE

- LEVEL OF SERVICE C or BETTER
- ||||| LEVEL OF SERVICE D
- ||||| LEVEL OF SERVICE E
- LEVEL OF SERVICE F
- ✱ LINK VIOLATING ADOPTED LOS STANDARDS

- Truncated Study Area Boundary
- Application Area



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Table A-6
Roadway Segments That Run Out of Service Capacity
Study Area A

Roadway Segment	Trips Left
NE 135 Street between NE 6 Avenue and NE 10 Avenue	-280
NE 186 Street (Miami Gardens Drive) between U.S. 1 and NE 18 Avenue	-1229
NW 183 Street (Miami Gardens Drive) between NE 6 Avenue and NE 10 Avenue	-1309
North Miami Avenue between Biscayne River Drive and NE 167 Street	-46

Source: Miami-Dade County Public Works Department, July 2005.
Florida Department of Transportation, July 2004.

Table A-7
Roadway Segments That May Soon Run Out Of Capacity
Study Area A

Roadway Segment	Trips Left
I-95 between NW 135 Street and SR 826 (Palmetto Expressway)	132
NW 215 Street (County Line Road) between NW 2 Avenue and NW 27 Avenue	36

Source: Miami-Dade County Public Works Department, July 2005.
Florida Department of Transportation, July 2004.

Future Conditions

Table A-8 lists shows the roadway capacity improvements programmed within this Study Area for fiscal years 2006-2010.

Table A-8
Programmed Roadway Capacity Improvements
Fiscal Years 2006-2010

Roadway	From	To	Type of Improvement	Fiscal Year
I-95	NW 135 Street (NB)	NW 151 Street (NB)	Add Auxiliary Lanes	2005-06
	NW 125 Street (SB)	NW 135 Street (SB)	Add Auxiliary Lanes	2006-07
NW 17 Avenue	NW 119 Street	Opa Locka Boulevard	Widen to 5 Lanes	2005-06
NE 15 Avenue	NE 170 Street	Miami Gardens Drive	Widen to 3 Lanes	2005-06
	NE 163 Street	NE 170 Street	Widen to 4 Lanes	2005-06
	NE 159 Street	NE 163 Street	Widen to 3 Lanes	2005-06
NE 12 Avenue	NE 151 Street	NE 167 Street	Widen to 3 Lanes	2005-06
Miami Gardens Drive	NW 14 Avenue	NW 2 Avenue	Widen to 6 Lanes	2005-06
	US-1	NE 192 Street/Lehman Causeway	New 4-Lane Road	2006-07

Source: Transportation Improvement Program 2006, Miami-Dade County Metropolitan Planning Organization, June 2005.

Figure A-21 shows the year 2015 planned roadway network. According to the 2030 Miami-Dade Long Range Transportation, Cost Feasible Plan, six additional roadway capacity projects are planned for fiscal years 2006-2015 in this Study Area. These projects are listed in Table A-9.

Table A-9
Planned Roadway Capacity Improvements
Fiscal Years 2005-2015

Roadway	From	To	Type of Improvement	Priority
I-95	NW 135 Street (NB)	NW 151 Street (NB)	Corridor Improvement - Through Lane	I
	NW 125 Street (SB)	NW 135 Street (SB)	Corridor Improvement - Through Lane	I
Miami Gardens Drive (SR 860)	NW 27 Avenue	SR 91 / Turnpike (SR 821)	Widen to 6 Lanes	I
I-95	SR 112	Golden Glades Interchange	Add Reversible Managed lanes	II
	Golden Glades Interchange	Ives Dairy Road	Add Reversible Managed lanes	II
Miami Gardens Drive (SR 860)	NE 6 Avenue	U.S. 1	Widen to 6 Lanes	II

Source: Miami-Dade Long Range Transportation Plan to the Year 2030, Miami-Dade County Metropolitan Planning Organization, December 2004.

Priority I – Project improvements scheduled to be funded by the year 2009

Priority II – Project improvements planned to be funded between 2010 and 2015

Figure A-22 shows the projected year 2015 roadway level of service (LOS) in the Study Area. Roadway segments shown in this figure and listed in Table A-10, below, are projected to deteriorate to LOS F within the Study area.

Figure A-21
**PLANNED YEAR 2015 ROADWAY LANES:
 APPLICATION NOS. 1, 2, 3, & 4**

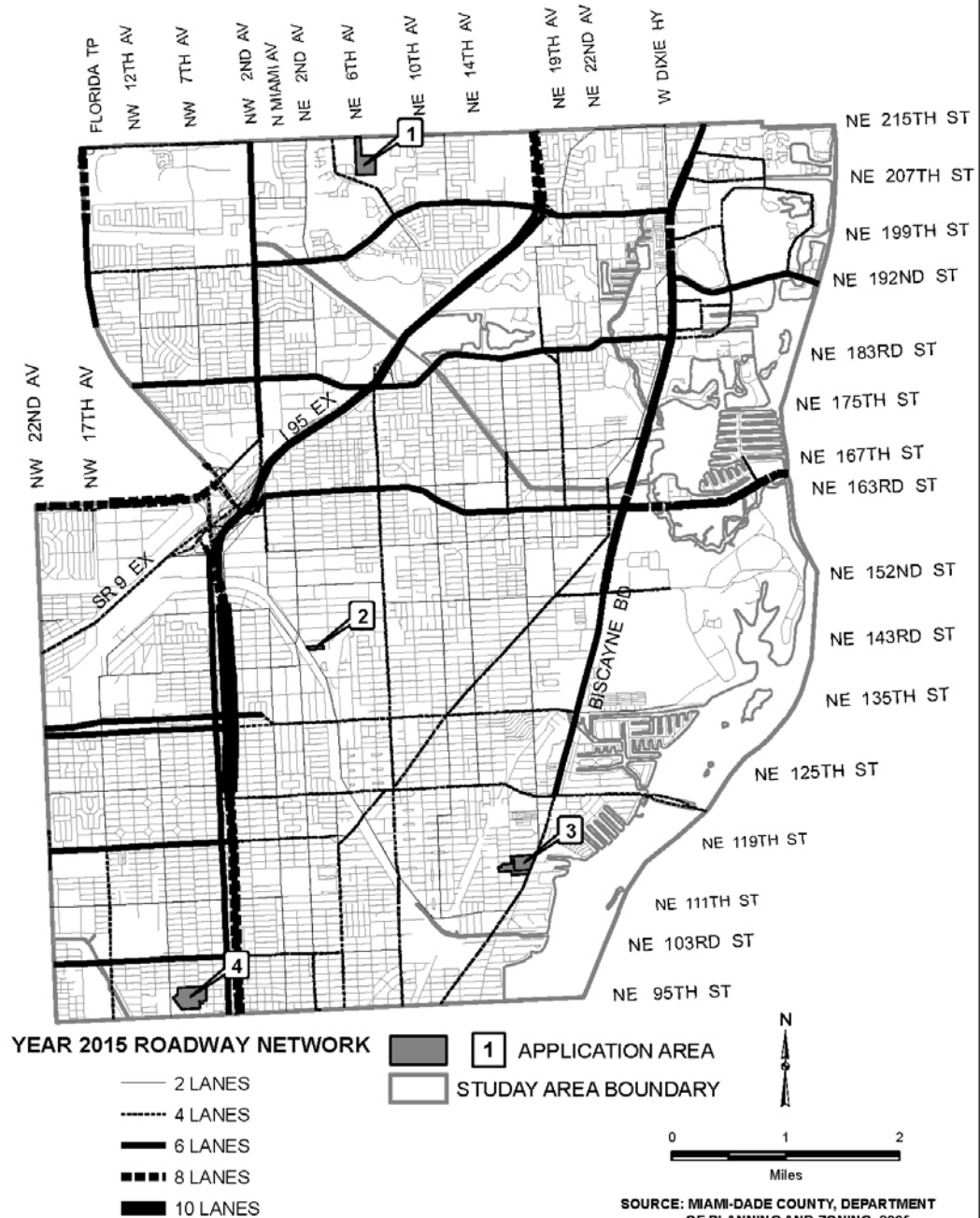


Figure A-22
**PROJECTED YEAR 2015 LEVEL OF SERVICE:
 APPLICATION NOS. 1, 2, 3, & 4**

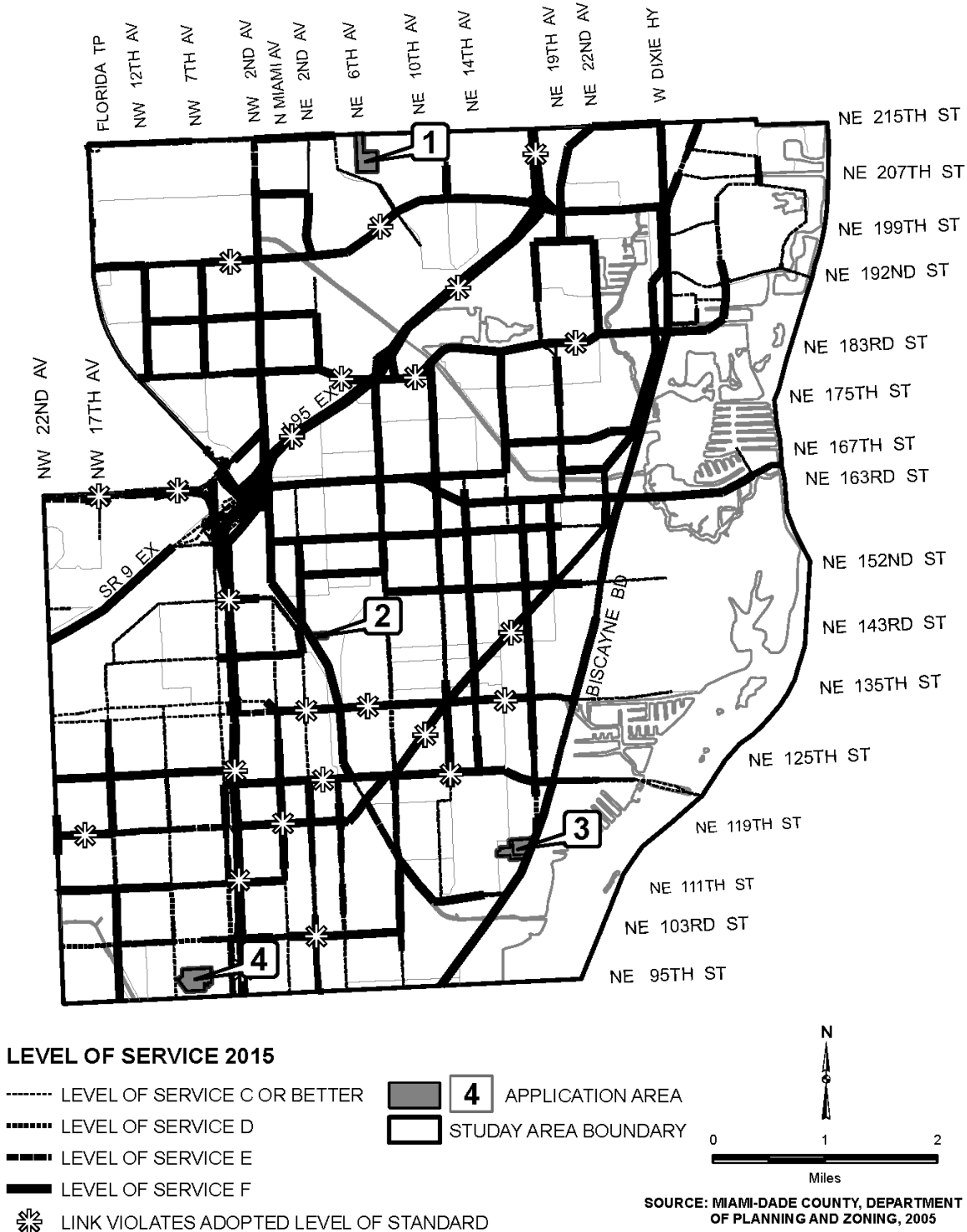


Table A-10
2015 Volume-to-Capacity (V/C) Ratios
Roadways Projected to Deteriorate To Level of Service F
Study Area A

Roadway Segment	V/C Ratio Without Applications	V/C Ratio With Applic. No. 1	V/C Ratio With Applic. No. 3 (Alternative 1)	V/C Ratio With Applic. No. 3 (Alternative 2)	V/C Ratio With Applic. No. 4
NE 2 Ave. from Miami Gardens Drive to NE 191 Street	1.23 – 1.91	1.23 – 1.94	1.23 – 1.91	1.23 – 1.91	1.23 – 1.91
NE 12 Avenue from Ives Dairy Road to NE 211 Street	1.48	1.53	1.48	1.48	1.48
I-95 from Miami Gardens Drive to Ives Dairy Road	1.35 – 1.52	1.51 – 1.53	1.35 – 1.52	1.35 – 1.52	1.35 – 1.52
Highland Lake Blvd. from NE 215 Street to Ives Dairy Rd.	1.93 – 2.15	1.98 – 2.21	1.93 – 2.15	1.93 – 2.15	1.93 – 2.15
NW/NE 215 Street from NW 2 Ave. to NE San Simeon Way	1.58 – 2.14	1.6 – 2.15	1.58 – 2.14	1.58 – 2.14	1.58 – 2.14
Ives Dairy Road from San Simeon Way to I-95	1.12 – 1.5	1.12 – 1.51	1.12 – 1.5	1.12 – 1.5	1.12 – 1.5
I-95 from NW 135 Street to NW 125 Street	1.01	1.01	1.02	1.02	1.03
I-95 from NW 125 Street to NW 119 Street	1.14	1.14	1.15	1.14	1.14
I-95 from NW 103 Street to NW 95 Street	1.25	1.25	1.25	1.26	1.25
NW 27 Ave. from NW 103 Street to NW 95 Street	1.16	1.16	1.16	1.16	1.23 – 1.24
NW 27 Ave. from 95 Street to NW 79 Street	1.12 – 1.13	1.12 – 1.13	1.12 – 1.13	1.12 – 1.13	1.19 – 1.24
NW 22 Ave. from NW 111 Street to NW 103 Street	0.93	0.99	0.93	0.93	1.01
NW 7 Ave. from NW 90 Street to NW 167 Street	1.02 – 1.15	1.02 – 1.15	1.02 – 1.15	1.02 – 1.15	1.03 – 1.22
N. Miami Ave. from NW 95 Street to NE 67 Street	1.08 – 1.19	1.08 – 1.19	1.15 – 1.25	1.12 – 1.24	1.14 – 1.23
NE 10 Ave. from NE 138 Street to NE 123 Street	1.01 – 1.27	1.01 – 1.27	1.05 – 1.25	1.01 – 1.28	1.01 – 1.27
U.S. 1 from NE 95 Street to NE 125 Street	1 – 1.47	1 – 1.47	1.02 – 1.49	1.06 – 1.47	1 – 1.45
Memorial Highway Blvd. from N. Miami Ave. to NE 125 St.	1.23 – 1.34	1.23 – 1.34	1.2 – 1.36	1.23 – 1.35	1.23 – 1.34
NE 135 Street from NW 2 Ave. to Memorial Highway	1.1 – 1.2	1.1 – 1.2	1.12 – 1.2	1.13 – 1.21	1.1 – 1.2
NW/NE 125 Street from I-95 to Memorial Highway	1.43 – 1.76	1.43 – 1.76	1.4 – 1.79	1.39 – 1.76	1.43 – 1.76
NW/NE 125 Street from Memorial Highway to U.S. 1	1.01 – 2.51	1.01 – 2.51	1.03 – 2.54	1 – 2.5	1.01 – 2.51
NE 108 Street from NE 8 Ave. to NE 12 Ave.	1.11	1.11	1.12	1.11	1.11
NW/NE 103 Street from I-95 to NE 6 Ave.	1.03 – 1.39	1.03 – 1.39	1.01 – 1.35	1.03 – 1.39	1.07 – 1.4
NW 95 Street from NW 19 Ave. to I-95	1.02 – 1.08	1.02 – 1.08	1.02 – 1.08	1.02 – 1.08	1.02 – 1.09
NE 95 Street from NE 2 Ave. to NE 6 Ave.	1.72 – 1.76	1.72 – 1.76	1.78 – 1.92	1.74 – 1.77	1.74 – 1.77
NW 79 Street from NW 22 Ave. NW 17 Ave.	0.98	1.01	1.09 – 1.10	1.02 – 1.03	1.04
NW 79 Street from I-95 to N. Miami Ave.	1.04 – 1.1	1.04 – 1.1	1.04 – 1.1	1.04 – 1.1	0.96 – 1.08

Source: Metropolitan Planning Organization, July 2005.

Applications Impacts

Table A-11 below identifies the estimated number of PM peak hour trips expected to be generated by the proposed developments and compares them to the developments that could occur under the current CDMP designation for each application.

Table A-11
Estimated Peak Hour Trip Generation
By Current CDMP and Requested Use Designations
Study Area A

Application Number	Assumed Use For Current CDMP Designation/ Estimated No. Of Trips	Assumed Use For Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designation
1	Industrial & Office - Warehouses (569,111 sq. ft.)/ 267	Low-Medium Density Res. Apartments & Townhouses (339 Units) / 164	-103
2	Low Density Residential - Single Family Residential/ (15 Single Family Units) 19	Low-Medium Density Res. Apartments & Townhouses (34 Units) 25	+6
3 (Scenario 1)	Low & Low-Medium Density and Business & Office/ Single Fam. Resid. (6 DU); Apartments (209 Units); & Shopping Ctr. (47,436 sq. ft.)/ 316	Medium-Density Res. and Business & Office/ Apartments (202 Units); & Shopping Ctr. (167,000 sq. ft.) 713	+397
3 (Scenario 2)	Low & Low-Medium Density and Business & Office/ Single Fam. Resid. (6 DU); Apartments (209 Units); & Shopping Ctr. (47,436 sq. ft.) 316	Medium-Density Res. and Business & Office/ Apartments (125 Units) 551	+235
4	Low-Medium Density Res. Apartments & Townhouses (353 Units) 169	Medium & Medium High Density Residential/ Apartments (715 Units) 334	+165
Total for Study Area if all applications are approved			+700

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003.

Note: Includes pass-by trips adjustment factor, ITE Trip Generation, 7th Edition, 2003.

Study Area A contains four applications. Application No. 1 is a 26+-acre site located on the south side of NE 215 Street approximately 900 feet east of San Simeon Way. Primary access to this site would be from NE 215 Street and San Simeon Way. Currently NW/NE 215 Street between NW 2 Avenue and NW 27 Avenues is operating at LOS C. However, traffic concurrency analysis indicates that this roadway would operate at LOS E, with 36 trips remaining, in the near future. In 2015, this roadway from NW 2 Ave. to San Simeon Way, in the vicinity of the application site, is projected to operate at LOS F thus violating the adopted LOS E Standard applicable to this roadway. No capacity improvements are programmed or planned for these roadways.

Table A-11 shows that if Application No. 1 were developed at “Low-Medium Density”, it would generate approximately 103 less trips during peak hours than under the current CDMP designation of “Industrial and Office”. The proposed use would not adversely impact traffic LOS conditions on the surrounding roadway network in the near term. However, in the long term, as noted above, NE 215 Street west of San Simeon Way, is projected to operate at LOS F and not meet the adopted LOS standard with or without the added impact of the application. Currently the nearest transit service in this area is ¼ mile away.

Application No. 2 is a 2.65-acre site located on Memorial Highway at theoretical NE 145 Street. The primary access to the site would be Memorial Highway. Currently, no traffic count station is available to monitor traffic conditions on Memorial Highway. Traffic impact analysis indicates that this application, if developed at “Low-Medium Density”, would generate approximately 6 more PM peak-hour trips than under the current CDMP designation of “Low Density” residential. North Miami Avenue, the north of the Application site, is currently operating at LOS F violating the adopted LOS E standard applicable to this road. In the long term, both North Miami Avenue and Memorial Highway adjacent to the site are projected to operate at LOS F and not meet the adopted LOS standards with or without the added impact of the application. No capacity improvements are programmed or planned for this roadway. In 2015, this roadway and Memorial Highway, between N. Miami Avenue and NE 125 Street are both projected to be operating at LOS F.

Application No. 3 is 20.88-acre site located west of Biscayne Boulevard between NE 112 and NE 115 Streets. Primary access to this site will be from Biscayne Boulevard (US1). Two development scenarios were analyzed for traffic impacts under the requested land use designations. Scenario 1 assumes the application site developed with single family (6 units) and multifamily (209 apartments) housing and a 47, 436 sq. ft. shopping center. Scenario 2 assumes the application site developed with multifamily housing (715 apartments). Traffic concurrency analyses indicate that Biscayne Boulevard will operate at LOS E without this application’s impact.

Trip generation analyses indicate that Scenario 1 would generate 235 more PM peak-hour trips than the current CDMP designation, and Scenario 2 would generate 165 more PM peak-hour trips than the current CDMP designation. In analyzing potential trip distribution, Scenario 1 and Scenario 2 appear to adversely impact LOS conditions on the Biscayne Boulevard. Biscayne Boulevard between NE 87 and NE 79 Streets, is projected to deteriorate from LOS E to LOS E+5%. The adopted LOS standard for Biscayne Boulevard in this area is E+20%. No capacity improvements are programmed or planned for this roadway. In 2015, Biscayne Boulevard from NE 16 Avenue to NE 95 Street is projected to operate at LOS F (1.31-1.47), thus violating the adopted LOS standard, LOS E+20%, applicable to this roadway.

Application No. 4 is 27.6-acre site located between NW 9 and NW 12 Avenues and between NW 95 Terrace and NW 99 Street. Primary access to this site would be along NW 12 Avenue. Currently NW 7 Avenue (US 441 / SR 7) between NW 79 and NW 103 Streets, in the vicinity of the application site is operating at LOS E+15%. No capacity improvements are programmed or planned for this roadway. In 2015, NW 7 Avenue, from NW 90 Street to NW 167 Street, and NW 95 Street from NW 19 Avenue to I-95 are projected to be operating at LOS F.

Application No. 4, if developed at “Medium Density” and “Medium-High Density”, would generate approximately 165 more PM peak-hour trips than under the current CDMP designation. This development will impact NW 7 Avenue between 79 and NW 103 Streets in the near term. In the long term, as noted above, both NW 7 Avenue and NW 95 Street are projected to operate at LOS F and not meet the adopted LOS standard with or without the added impact of the application.

It should be pointed out that Application Nos. 2, 3 and 4 are located within the Urban Infill Area (UIA), a transportation concurrency exception area. A proposed development located within the UIA will not be denied a concurrency approval for transportation facilities provided that a development is otherwise consistent with the adopted Comprehensive Development Master Plan and meets other criteria pursuant to Section 163.3180, Florida Statutes.

Transit Service

Existing Service

Metrobus Routes 2, 3, 9, 10, 16, 17, 22, 28, 33, 75, 77, 83, 91, 95, 99, E, G, H, S, V, Biscayne MAX, North Dade Connection and Night Owl serve Study Area A. Table A-12 shows the existing service frequency in summary form.

Future Conditions

By the year 2015, Study Area A is projected to experience a population increase of 11.2%, or 32,902 additional residents and an employment increase of 17.6 %, or 17,643 additional jobs. The projected population and employment increase may warrant improvements to the current transit service in this study area.

Transit improvements to the existing transit service in Study Area A, such as improved headways and extensions to the current routes, are being planned for the next five years as noted in the 2005 Transit Development Program (TDP) and in the People’s Transportation Program (PTP). Table A-13 shows the service improvements programmed for existing routes within Study Area A as well as the new routes proposed for the area.

Table A-12
Metrobus Route Service
Study Area A

Route No.	Weekday Headway*		Proximity in miles to App. No. 1	Proximity in miles to App. No.2	Proximity in miles to App. No.3	Proximity in miles to App. No.4	Feeder, Local or Express
	Peak	Off-Peak					
2	60	60	4	0	2.75	1	L/F
3	15	15	3	2.75	0	2.25	L/F
9	12/30	30	3	0.75	2	1.25	L/F
10	40	30	4.75	1.5	1.25	1.25	L/F
16	15	20	4.75	2	0.75	1.75	L/F
17	15/30	30	2.5	1.75	4.5	0.25	L/F
22	15	30	4	1.25	3.25	1	L/F
28	30	30	6.25	0.5	1.25	2.25	L/F
33	30	30	8.75	3	1.25	0	L
75	30	30	2.5	1.5	2	1.5	L
77	7.5/15	15/30	2	0.75	3.5	0.25	L/F
83	15/30	30	2.25	2	2.25	6.25	L
91	30	60	0.25	3	3.25	7	L
95	5	30	2.75	1.5	3.25	3.5	EXP.
99	30	60	0.25	3.25	4.25	8	L
E	30	60	4	0.75	3	2.5	L
G	30	30	6	1.25	0	2	L
H	20	20	4.25	3	3	7	L
S	10	10	4.25	7	4.25	9.25	L/F
V	30	60	4.5	0.75	3	3.5	L
Biscayne MAX	15	N/a	3	2.75	0	2.25	L/F
North Dade Conn.	30	60	2	1.75	5.5	3.5	L
Night Owl	N/a	N/a	4	1.5	3	3.5	L

Source: Miami-Dade Transit, July 2005.

Notes: M means Metrorail Feeder Service

M/E means Express and Metrorail Feeder Service

L means Local Metrobus Service

*Headway time in minutes.

Table A-13
Planned Transit Improvements
Study Area A

Route	Improvement Description
E	Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes. Streamline via NW 163 St., and add Country Club loop from Route 3. Add one late trip on Saturday and Sunday evenings from Aventura to Golden Glades. (CBOA)
H	Improve peak headways from 20 to 15 minutes.
V	Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes.
2	All night service, every 60 minutes, seven days a week. Serves the Overtown station. Re-align northern terminus to future Golden Glades Intermodal Terminal. Extend weekend service to 167 Street Terminal
3	Eliminate Country Club loop route deviation and replace service with Route E. (CBOA)
10	Improve peak headways from 30 to 15 min
17	Extend service to the Golden Glades Intermodal Terminal.
22	All night service, every 60 minutes, seven days a week. Serves the Earlington Heights and Coconut Grove stations.
24	All night service, every 60 minutes, seven days a week. Serves the Vizcaya and Government Center stations.
24	Reduce weekday headways from 15 to 20 minutes. (CBOA)
27	No planned improvement
28	Improve weekend service from 60 to 30 minute headways. Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes. Extend route to serve the Northeast Bus Terminal.
33	Improve peak period headways from 30 to 15 minutes. Re-route NE 10th Ave. segment via NE 96 St, Biscayne Blvd., NE 79 St., and NE 5 Ave. to route current layover. (CBOA)
75	Extend service to the Northeast Transit Terminal.
83	All night service, every 60 minutes, seven days a week. Extend Sunday service into Miami Lakes.
91	Extend service to the future Northeast Transit Terminal.
93 Biscayne MAX	Improve peak headways from 15 to 10 minutes. Introduce weekend service.
95X	Introduce midday service into the Civic Center. Introduce weekend service.
241 North Dade Conn.	Improve midday headways from 60 to 30 minutes. Improve peak headways from 30 to 20 minutes. Improve peak headways from 20 to 15 minutes.

Source: Miami-Dade Transit, July 2005.

There are also two new routes programmed for this area. They are:

New Routes	Improvement Description
Route 163rd Street Shuttle	This route would operate daily from Golden Glades to Collins Avenue, along 163 Street. It would provide reliable and frequent service along the entire NE/NW 163 Street corridor in North Miami Beach.
7 Avenue MAX	Limited-stop weekday service between central Miami and Golden Glades during the morning and evening peak periods.

Source: Miami-Dade Transit, July 2005.

The projected bus service improvements for Study Area A are estimated to cost approximately \$4,228,550 in annual operating cost and a one time capital cost of \$5,840,520 for a total cost of \$10,069,070. These costs reflect only the cost of that portion of route improvements within Study Area A.

Major Transit projects

Regarding future transit projects within this area, the Northeast Transit Corridor Study will now be part of a larger corridor study encompassing the South Florida tri-county area. This corridor runs from downtown Miami to the Broward County line and continues north to Palm Beach County along the FEC Railroad right-of-way.

Applications Impacts

A trip-generation analysis was performed in the Traffic Analysis Zones (TAZ) where the applications are located. In TAZ 64, where Application No. 1 is being requested, if granted, the expected transit impact produced is an increase of about 38 additional transit trips, which would not warrant additional changes beyond those already planned for the area. However, a minor extension of the Route 91 or 99 would be recommended to properly serve the area.

In TAZ 222, the expected transit impact produced by Application No. 2 is minimum and, therefore, the number of transit trips generated by the application would not warrant changes beyond those already planned for the area.

In TAZs 200 and 201, the expected transit impact produced by Application No. 3 ranges between 80 and 82 additional transit trips. This area is well served by transit and all future improvements planned are indicated in Table A-13. No further changes to the transit system are warranted. However, a new stop for the Biscayne MAX would be created by this application and pull-out bus bays will be necessary at this location and will be required in the future from the applicant.

In TAZ 370, the expected transit impact produced by Application No. 4 is estimated in 88 additional transit trips. This increase in the number of transit trips would warrant minor changes to the transit system beyond those already planned for the area. Route 33 would need to have the headways increased to accommodate capacity and properly serve the area.

Water and Sewer

Water and sewer service responsibilities in Study Area A are divided between the Miami-Dade Water and Sewer Department (WASD) and the City of North Miami Beach Water and Sewer Utility. WASD provides service to most of the Study Area, while North Miami Beach provides service to some of the southern and eastern portions.

Potable Water Supply

Virtually all development in Study Area A is connected to a public water supply retail. Potable water in this area may be supplied by the Cities of North Miami and North Miami Beach or WASD and may be treated at one of three facilities. Most potable water in the area is treated at WASD's Hialeah-Preston Water Treatment Plant, for which the primary source of raw water is the Northwest, Hialeah-Preston and Miami Springs wellfields. These wellfields have a maximum permitted water withdrawal allocation of 235 mgd from the South Florida Water Management District (SFWMD). The plant has a treatment capacity of 225 mgd and had an average daily flow of 158.3 mgd during 2003-2004. The plant currently has approximately 35.1 mgd, or 15.6 percent of its treatment capacity available to meet increased demands. The City of North Miami's Winton Plant is rated to produce 9.0 mgd, and to distribute an additional 9.1 mgd that is purchased wholesale from WASD. The City of North Miami Beach's Oeffler and Norwood Plants are rated to produce 17.7 mgd, and to distribute an additional 22.3 mgd that is purchased wholesale from WASD.

Sewer Service

In addition to WASD, portions of the Study Area are served by sewage collection systems operated by the Cities of North Miami and North Miami Beach. Some of the developed areas in unincorporated Miami-Dade County and in the City of North Miami Beach are not connected to sewers. The collection system delivers sewage to WASD's North District Wastewater Treatment Plant, located in North Miami, which has a permitted design capacity of 112.5 mgd and has been operating at about 70.6 percent of its design capacity. The North District Plant meets all standards for secondary treatment and discharges effluent through an ocean outfall.

Water and Sewer Improvements

Concerns regarding sewer overflows during major storm events have resulted in the County entering into a settlement agreement with the Florida Department of Environmental Protection (FDEP) in July 1993, a First Partial Consent Decree with the U.S. Environmental Protection Agency in September 1993, and a Second and Final Partial Consent Decree in April 1994. Under these agreements, the County agreed to implement more than \$1.169 billion in improvements to the wastewater collection and treatment system. A significant share of this project has occurred in Study Area A. Also included was the two-phase expansion of the North District wastewater treatment plant. Based on projects identified in the proposed 2004-2010 six-year capital improvement program, the Miami-Dade Water and Sewer Department will continue to upgrade the countywide water and wastewater systems, specifically addressing deficiencies that are cited in the Consent Decrees. The 2005-2006 Proposed Resource Allocation and Multi-Year Capital Plan estimates a total of \$1.14 billion in wastewater collection and treatment system capital expenditures is planned for the period 2005-2011.

Water and Sewer Service to Application Area

Four privately submitted amendment applications are located in Study Area A. The location of the most proximate water and sewer connections to the site are detailed in Table A-14. The effect of the amendment application on water and sewer demand is specified in Table A-15.

Table A-14
Available Water and Sewer Connections for Applications in Study Area A

	Application No.	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER					
	1	Adjacent	16	NE 215 Street	WASD
	2	Adjacent	2	Memorial Highway	NMBWSD
	3	Adjacent	10, 12, 54	Biscayne Blvd.	NMWSU
	4	350 feet	12	NW 95 Street and NW 12 Avenue	WASD
SEWER					
	1	430 feet	Manhole	San Simeon Way and NE 6 Place	WASD
	2	2 Miles	8F	NE 135 St./NE 10 Ave	NMBWSD
		1,230 ft. (2)	12F	Memorial Highway	NMWSU
	3	Adjacent (3)	8F	Biscayne Blvd.	NMWSU
	4	600 feet	8G	NW 99 Street and NW 7 Avenue	WASD

(1) Utility Serving Application Area
WASD = Miami-Dade Water and Sewer Department
NMWSU = North Miami Water and Sewer Department
NMBWSD = North Miami Beach Water and Sewer Department
(G = Gravity Main; F = Force Main)

(2) Not within the franchise area for the application.

(3) No new flows are allowed to the pump station until a plan of corrective action is executed.

Source: Department of Environmental Resources Management, 2005.

Miami-Dade Water and Sewer Department, 2005.

City of North Miami Beach Water and Sewer Utility, 2005.

Application No. 1. Water service to the site of Application No. 1 is provided by the Miami-Dade County Water and Sewer Department (WASD) by means of a 16-inch main along NE 215 Street, abutting the property on the north and a 12-inch water main at the southeast corner of the property.

Sewer service is also provided in the area by WASD. The nearest manhole for the existing 8-inch gravity sewer is approximately 430 feet south of the site at San Simeon Way, east of NE 6 Place. This gravity main directs the flow to pump station 30-0420 which then directs the flow to the North District Treatment Plant.

Application No. 2. Water service to this application site is provided by the North Miami Beach Water and Sewer Department (NMBWSD) by means of a 2-inch water main located approximately 280 feet south of the property.

Sewer service in this area is also provided by the NMBWSD. The nearest public main, an existing 8-inch force main, is approximately 2 miles to the northwest at NE 161 Street and NE 10 Avenue. A 12-inch force main is located approximately 1,230 feet west of the site at Memorial Highway and NW 142 Street. This main is outside the franchise area and is owned and operated by the City of North Miami.

Application No. 3. Water service to the site of Application No. 3 is provided by the City of North Miami Water and Sewer Department (NMWSD) by means of an 10-inch and 12-inch water main along Biscayne Boulevard, abutting the property on the east. Additionally, WASD owns and operates a 54-inch water main along Biscayne Boulevard.

Sewer service is also provided in the area by the NMWSD. There is an existing 8-inch force main running along Biscayne Boulevard to the east of the property. This existing main flows to pump station 06-1, which then directs the flow toward the North District Wastewater Treatment Plant. This force main is in complete moratorium, meaning that no new flows are allowed to this force main until a plan for corrective action is submitted and executed.

Application No. 4. Water service to the site of Application No. 4 is provided by WASD by means of an 8-inch main along NW 99 Street and NW 9 Avenue. However, this site will be required to provide a 12-inch water main extension along NW 12 Avenue frontage of the property. Therefore, the closest water connection is a 12-inch main located at NW 95 Street and NW 12 Avenue, approximately 350 feet to the south.

Sewer service is also provided in the area by WASD. The nearest main, an existing 8-inch gravity main, is approximately 600 feet to the east at NW 95 Street and NW 7 Avenue. An additional 6-inch force main is abutting the property at NW 12 Avenue, but this force main is owned and operated by North Miami Water and Sewer Department.

Table A-15
Water and Sewer Demand for Applications in Study Area A
(in gallons per day - GPD)

Application	Water and Sewer Demand (GPD)	Change From Current Designation (GPD)
1	67,800	10,889
2	6,800	1,550
3	193,800	145,156
4	143,000	72,400

Source: Miami-Dade Department of Environmental Resources Management, 2005
Miami-Dade Department of Planning and Zoning, 2005

WASD's regional wastewater treatment and disposal facilities have limited available capacity. Consequently, approval of development orders which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the Settlement Agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and also with the provisions of the Environmental Protection Agency consent decree.

Furthermore, in light of the fact that the County's sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate alternative means of sewage disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

At the present time, the potable water supply and public sanitary sewer systems meet the Level of Service standards as established in Policy 2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Solid Waste

Since the Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II, F.S., and currently exceeds that standard by nearly seven (7) years (See Solid Waste section in Chapter 2 of this report). The anticipated impacts for the applications located in Study Area A are as follows.

All four applications lie within the 2005 UDB and the DSWM's waste service area for garbage and trash collections. The closest DSWM facilities to each of the applications are as follows:

- Application No. 1 - the Northeast Regional Transfer Station (18701 NE 6th Avenue), approximately 4 miles away.
- Application No. 2 - the Golden Glades Trash and Recycling Center (140 NW 160th Street), approximately 1 mile away.
- Application No. 3 - West Little River Trash and Recycling Center (1830 NW 79th Street), approximately 6 miles away.
- Application No. 4 - West Little River Trash and Recycling Center (1830 NW 79th Street), approximately 3 miles away.

The impact of these applications on collection services is minimal. The impact on the disposal and transfer facilities would be the incremental and the cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities is paid for by the users. The DSWM is capable of providing such disposal service for all applications and therefore has no objections to the proposed land use changes. It should be noted that under the DSWM's current policy, only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of the West Little River Trash and Recycling Center.

Fire and Rescue Service

Study Area A is currently served by Miami-Dade Fire Rescue Stations 8, 19, 20, 22, 31, 32, 33, 38, and planned Station 63. Highland Oaks Station (63) is scheduled for construction in fiscal year 2006-2007 in the vicinity of NE 205 Street and NE 17 Avenue. The planned station will mitigate impacts to existing services. (See Figure A-23).

Average travel time to alarms at the location of Application No. 1 is approximately 7 minutes. Travel time for Life Threatening Emergencies is approximately 7 minutes and 6 minutes for Structure fires. The current CDMP designation (Industrial and Office) generates a total of 33 annual alarms. The proposed CDMP designation (Low-Medium Density Residential) will allow a proposed potential development totaling 339 dwelling units, which is anticipated to generate 62 annual alarms. This will results in added impact to existing fire rescue services.

Average travel time to alarms at the location of Application No. 2 is approximately 6 minutes. Travel time for Life Threatening Emergencies is approximately 7 minutes and 5 1/2 minutes for Structure fires. The current CDMP designation (Low Density Residential) generates a total of 4 annual alarms. The proposed CDMP designation (Low-Medium Density Residential) will allow a proposed potential development totaling 34 dwelling units, which is anticipated to generate 6 annual alarms. This will result in a minimal impact to existing fire rescue services.

Average travel time to alarms at the location of Application No. 3 is approximately 4 minutes. Travel time for Life Threatening Emergencies is approximately 4 minutes and 3 minutes for Structure fires. The current CDMP designation (Low Density Residential) generates a total of 53 annual alarms. The proposed CDMP designation (Medium Density Residential) will allow a proposed potential development totaling 969 dwelling units, if all residential, which is anticipated to generate 177 annual alarms. This will result in a high impact to existing fire rescue services.

Average travel time to alarms at the location of Application No. 4 is approximately 4 minutes. Travel time for Life Threatening Emergencies is approximately 5 minutes and 4 minutes for Structure fires. The current CDMP designation (Low Medium Density Residential) generates a total of 65 annual alarms. The proposed CDMP designation (Medium Density Residential and Medium High Density Residential) will allow a proposed potential development totaling 715 dwelling units, which is anticipated to generate 131 annual alarms. This will result in a high severe impact to existing fire rescue services.

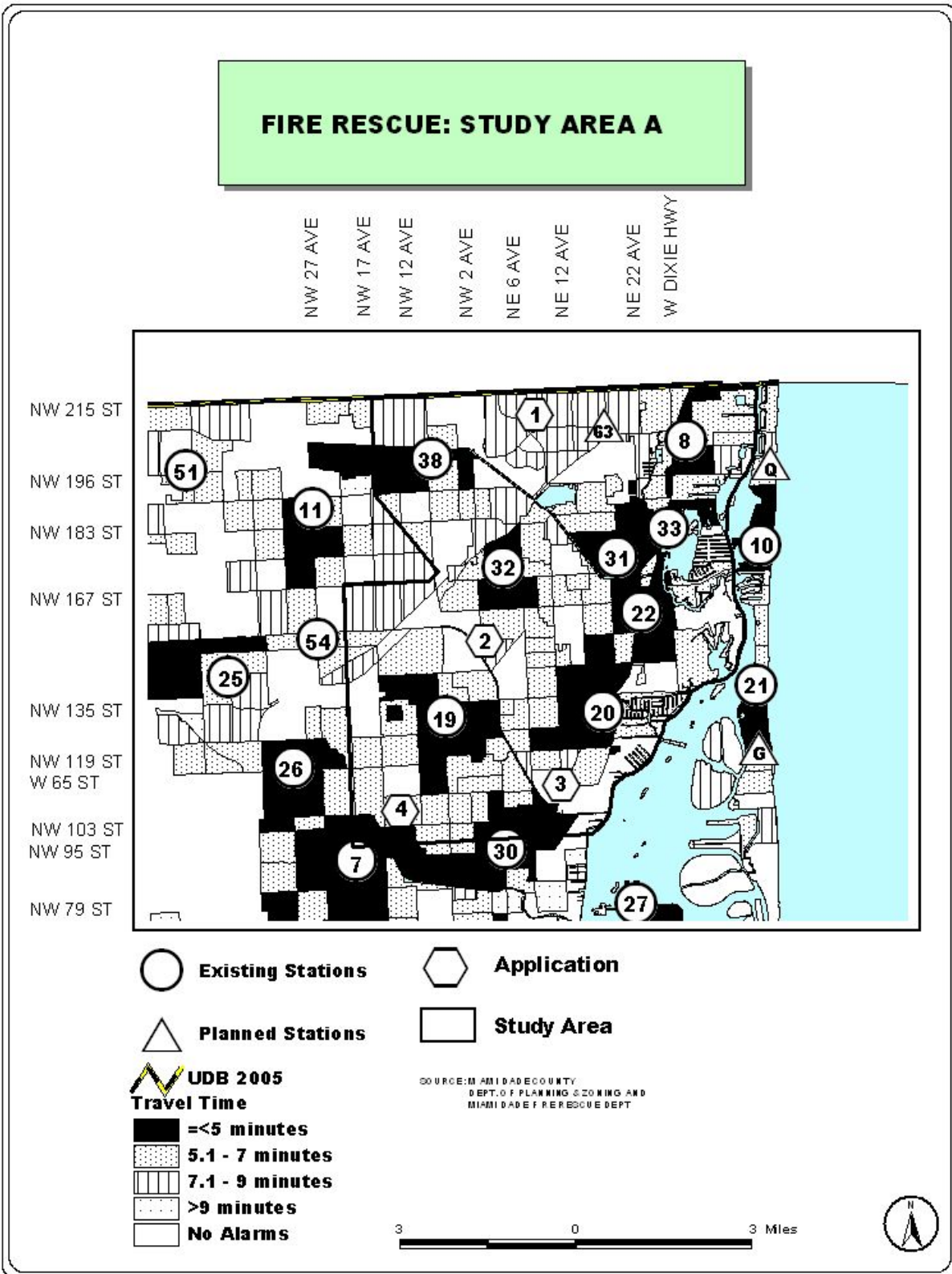
The required fire flow for the proposed CDMP designations for Application sites Nos. 1 and 2 is 1,500 gallons per minute (gpm) at 20 psi residual on the system. Each fire hydrant requires delivery of 500 gpm for fire flow. The required fire flow for the proposed CDMP designations for Application sites Nos. 3 and 4 is 2,000 gallons per minute (gpm) at 20 psi residual on the system. Each fire hydrant requires delivery of 750 gpm for fire flow.

The Valve Atlas of the Miami-Dade Water and Sewer Department shows the nearest water main to be a 16-inch water main on NE 215 Street for the Application No. 1 site, a 10-inch and 12-inch water main on Biscayne Boulevard for the Application site No. 3 site, and a 12-inch water main at NW 95 Street for Application No. 4. The Valve Atlas of the North Miami Beach Public Utilities Department shows the nearest water main to be a 6-inch main on NE 146 Street for Application No. 2.

County Parks

County-owned park and recreational facilities serving this portion of Study Area A are shown on Figure A-24. These parks are described on Table A-16, which lists the name and acreage for each park site. The nearest park site to Application No. 1 is Ives Estates Park, a District Park of 94 acres, which is located at NE 16th Avenue and NE 209th Street, one mile to the of the amendment site. The nearest park site to Application No. 2 is Oak Grove Park, a Community Park of 22 acres, which is located at 690 NE 159 Street, less than one mile from the amendment site. The nearest park site to Application No. 3 is Biscayne Shores and Gardens Park, a 6-acre Neighborhood park located at NE 116 Street and NE 14 Avenue. The nearest park site to Application No. 4 is Miami Shores Optimist Club, a 9-acre Single Purpose Park located at NW 109 Street and NW 14 Avenue.

Figure A-23 Fire Rescue



Study Area A is located in Park Benefit District (PBD) 1, which has a surplus capacity of 544.8 acres when measured by the County concurrency level-of-services standard. The impact of Application No. 1 will increase the potential population in PBD 1 by 861 persons. This application is located within a proposed development that is already dedicating a 4.8-acre park site to offset the decrease in available reserve capacity by 2.4 acres. The impact of Application No. 2 will increase the potential population in PBD 1 by 94 persons. Therefore, approval of this application would decrease the available reserve capacity by approximately 3 acres. The impact of Application No. 3 will increase the potential population in PBD 1 by 1,676 persons and possibly necessitate the expansion of Biscayne Shores and Gardens Park. Approval of this application would decrease the available reserve capacity by 4.6 acres. The impact of Application No. 4 will increase the potential population in PBD 1 by 1,637 and necessitate a park dedication. Approval of this application would decrease the available reserve capacity by 4.5 acres.

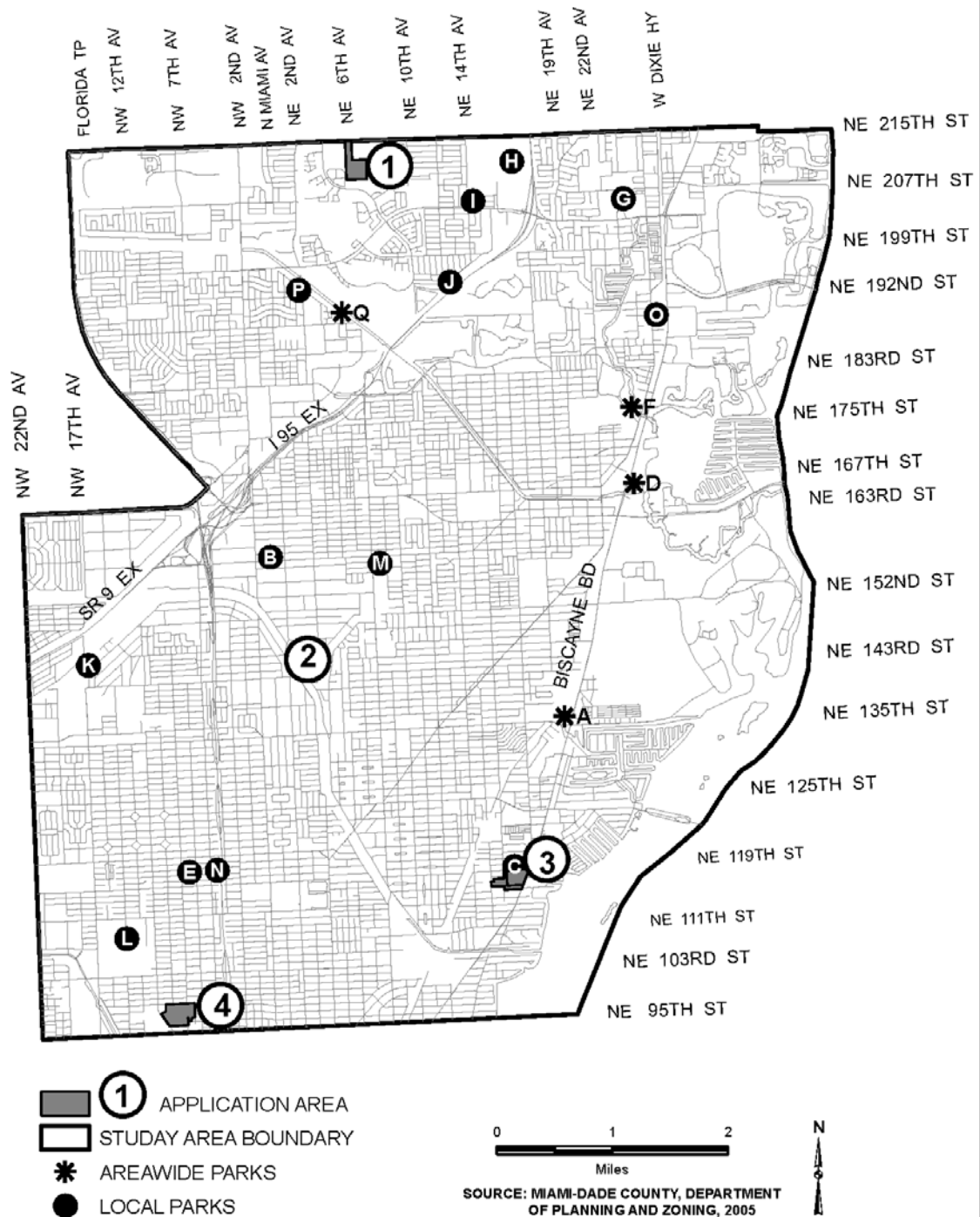
Table A-16
County Park and Recreation Open Space Facilities: Study Area A

Park Identifier	Name of Park	Park Classification	Acreage
A	Arch Creek Park	Natural Area Preserve	9
B	Biscayne Gardens Park	Neighborhood	6
C	Biscayne Shores and Gardens Park	Neighborhood	6
D	East Greynolds Park	Metropolitan	57
E	Gratigny Plateau Park	Mini	1
F	Greynolds Park	Metropolitan	184
G	Highland Oaks Park	Community	40
H	Ives Estates Park	District	94
I	Ives Estates Tennis Center	Special Purpose	5
J	Ives Estates Tot Lot	Mini	0
K	Jeb Estates Park	Mini	1
L	Miami Shores Optimist Club	Special Purpose	9
M	Oak Grove Park	Community	22
N	Oak Park	Mini	1
O	Ojus Park	Community	2
P	Sierra Park	Neighborhood	2
Q	Snake Creek Trail	Green Way	15

Source: Miami-Dade County Park and Recreation Department, 2005.

Approval of Application Nos. 1 through 4 would result in an overall decrease of available reserve capacity in PBD 1 of 11.7 acres to a total of 533 acres. These figures do not include any proposed park dedications.

Figure A-24
COUNTY PARKS: APPLICATION NOS. 1, 2, 3, & 4



Public Schools

Table A-17 lists the mainstream public schools in the mapped portion of Study Area A, indicating school name and type, October 2003 enrollment, the Florida Inventory of School Houses (FISH) Design Capacity which includes permanent and relocatable student stations, and the FISH percent. The locations of these schools are identified on Figure A-25. As noted in the table, elementary schools in Study Area A had an October 2004 enrollment of 20,346, a FISH Design Capacity of 19,170 and a FISH percent of 106%. Middle schools had an October 2004 enrollment of 11,096, a FISH Design Capacity of 7,407 and a FISH percent of 150%. Finally, senior high schools in the Study Area had an October 2003 enrollment of 15,404, a FISH Design Capacity of 11,837 and a FISH percent of 130%. The total October 2003 enrollment is 46,846, a FISH Design Capacity of 38,414 and a FISH percent of 122% for Study Area A. It is important to note that some students generated by residential development in this study area will attend a public school located outside this study area.

Application No. 1, if approved, will increase the potential student population of Study Area A by 197 students. Attendance at Madie Ives Elementary is projected to increase by 91 students from 1,158 students to 1,249 students thereby increasing the FISH capacity of the school from 122% to 131%. This application is projected to increase attendance at Highland Oaks Middle from 2,557 students to 2,606 students and the school's FISH capacity from 214% to 218%. Additionally, attendance at Dr. Michael M. Krop Senior High is projected to increase from 3,759 students to 3,816 students, thereby increasing the FISH capacity from 163% to 165%.

No school projects, which will provide relief to schools in the vicinity of Application No. 1, are currently in the planning, design or constructed phases. Proposed relief schools includes State School D, a kindergarten through 8 (K-8) school, State School "BB1, MLC at Madie Ives, Dr. Michael M. Krop Senior School Relief and a new Senior High School. State School D is proposed to provide relief for both Madie Ives Elementary and Highland Oaks Middle. Funding of this school, which will provide an additional 1624 student stations, is proposed for Fiscal Year (FY) 05/06. Other relief for Highland Oaks Middle includes State School "BB1" and MLC at Madie Ives. BB1 is a K-8 school that will provide 1624 student stations, while MLC at Madie Ives will provide 700 student stations. Both schools are proposed to be funded during FY 06/07. Dr. Michael M. Krop Senior School Relief is projected to produce 1562 student stations and is proposed to be funded in fiscal year 07/08. Funding for a new Senior High School is also proposed for FY 08/09.

Application No. 2, if approved, will increase the potential student population of Study Area A by 8 students. Attendance at Linda Lentin Elementary is projected to increase by 4 students, North Miami Middle will increase by approximately 2 students and North Miami Senior High is projected to increase by 2 students. Approval of this application will not increase the FISH capacity of any of these schools.

Currently there are two school projects being planned, designed or constructed which will provide relief to schools in the vicinity of Application No. 2. A conversion of Linda Lentin Elementary to a K-8 will provide 515 student stations in relief of North Miami Middle. Occupancy is projected in June 2006. Additionally, State School QQ-1, a K-8 school, will

provide 1593 student stations in relief of W. J. Bryan Elementary and North Miami Middle. Occupancy is projected in April 2006.

Application No. 3, if approved, will increase the potential student population of Study Area A by 90 students. Attendance at W .J. Bryan Elementary is projected to increase by 41 students from 1,337 students to 1,378 students thereby increasing the FISH capacity of the school from 113% to 117%. This application is projected to increase attendance at North Miami Middle from 1,574 students to 1,597 students and the school's FISH capacity from 175% to 177%. Additionally, attendance at North Miami Senior High is projected to increase from 3,184 students to 3,210 students, thereby increasing the FISH capacity from 138% to 139%.

Currently there are two school projects being planned, designed or constructed which will provide relief to schools in the vicinity of Application No. 3. These two school projects, the conversion of Linda Lentin Elementary to a K-8 and the construction of State School QQ-1, a K-8 school, are described under Application No. 2.

Application No. 4, if approved, will increase the potential student population of Study Area A by 25 students. Attendance at Van E. Blanton Elementary is projected to increase by 12 students from 544 students to 556 students thereby increasing the FISH capacity of the school from 79% to 81%. This application is projected to increase attendance at Madison Middle by 6 students with no projected increase in the school's 116% FISH capacity. Additionally, attendance at Miami Central Senior High is projected to increase by 7 students with no projected increase to the school's 108% FISH capacity.

No information was available from Miami-Dade Public Schools with regards to Planned Relief Schools in the vicinity of Application No. 4.

A complete listing of comments from the Miami-Dade Public Schools is attached as Appendix A. This Appendix contains a full listing of all relief schools in the area.

Table A-17
2004 Public School FISH Rates:
Study Area A

School Identifier (Figure A-)	Name of School	October 2004 Membership	FISH Design Capacity	FISH Percent
ELEMENTARY SCHOOLS				
A	Benjamin Franklin	640	655	98
B	Biscayne Gardens	979	1,150	85
C	Fulford	719	628	114
D	Gertrude Edelman/Sabal Palm	923	893	103
E	Gratigny	692	878	79
F	Greynolds ²	1,278	1004	127
G	Henry E.S. Reeves	845	747	113
H	Hibiscus	541	530	102
I	Hubert O Sibley	1010	784	129
J	Lakeview	408	519	79
K	Linda Lentin	978	672	146
L	Madie Ives	1,158	950	122
M	Miami Shores	932	817	114
N	Natural Bridge	821	712	115
O	Norland	649	678	96
P	North Miami	970	1,327	73
Q	Norwood	459	545	84
R	Oak Grove	991	816	121
S	Ojus	885	465	190
T	Parkway	540	544	99
U	Rainbow Park	573	628	91
V	Van E. Blanton	544	689	79
W	Virginia A Boone/HO	941	760	124
X	W.J. Bryan	1,337	1,181	113
Y	Westview	533	598	89
TOTAL ELEMENTARY		20,346	19,170	106
MIDDLE SCHOOLS				
Z	Highland Oaks	2,557	1,197	214
AA	John F. Kennedy	2,092	1,274	164
BB	Norland	1,891	1,152	164
CC	North Dade	943	608	155
DD	North Miami	1,574	901	175
EE	Thomas Jefferson	931	1,054	88
FF	Westview	1,108	1,221	91
TOTAL MIDDLE		11,096	7,407	150
SENIOR HIGH SCHOOLS				
--	Michael M. Krop**	3,759	2,313	163
HH	Miami Central	3,020	2,798	108
II	Miami Norland	2,567	2,260	114
JJ	North Miami Beach	2,874	2,152	134
KK	North Miami	3,184	2,314	138
TOTAL SENIOR HIGH		15,404	11,837	130
STUDY AREA TOTAL		46,846	38,414	122

Source: Miami-Dade County Department of Planning and Zoning, 2005

Miami-Dade County Public Schools, 2004

** School Located Outside Study Area

² Includes Primary Learning Center "C"

Figure A-25
PUBLIC SCHOOLS APPLICATION NOS. 1, 2, 3, & 4

